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TUNING MAGAZINE



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THE MEGUIAR'S UK
BATTLE COMES TO
A HEAD, BUT WHO WON...

IN THE **RED**
CORNER

Dale's customised W114

IN THE **YELLOW**
CORNER

Tom's retro R5 GTT



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DIY DAY JOBS: Steering wheel fitting guide
PLAYERS CLASSIC: It was glorious at Goodwood

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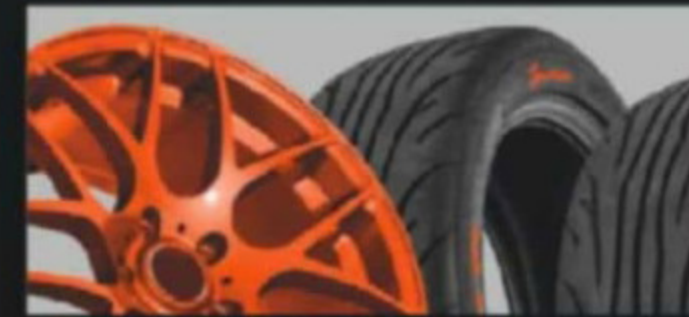
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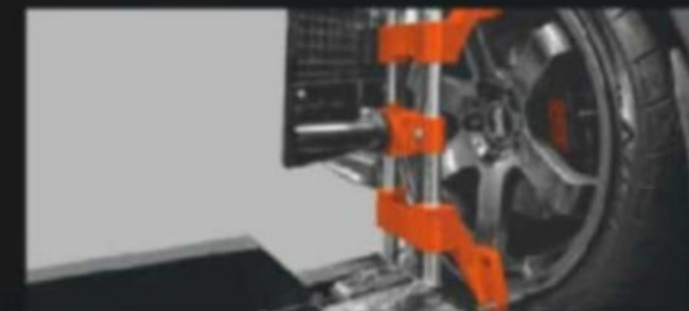
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ED START

Issue 411 August 2019

CHICKEN DINNER

Don't go thinking that Tommy Fury and Molly-Mae are this year's hot couple... (Now, I hope that comment is lost on most of you, because that means you're way cooler than me and haven't lost an hour of your life every day for the past 8 weeks watching Love Island.)

No, this year's hottest couple are a damn sight more sexy and are posing in all their glory on the front of this magazine! Nope, I'm not talking about Tom and Dale, although they are gorgeous too, but rather their awesome cars.

For the past six months we've been following the Meguiar's Tom V Dale build off in the magazine, and as promised all those months ago, the boys hit the reveal deadline of Players Classic. Both cars have been executed to the highest standard and personally I can't believe the amount and quality of work that they've got done in the short build period. But who won the build off? Well, we're going to run a poll on the Fast Car website soon so you can have your say, but my personal favourite is Tom's R5 for the simple reason that I've always had a massive soft spot for the GTT. Plus I love the fact he's basically built an updated version of the 80s icon. The Liquid Yellow hue is a master stroke. But then Dale's Merc is an absolute masterpiece too. Which one will you choose?

And what about Players Classic itself? Well, it's cemented its position of being the UK's best-modified car show. You simply can't beat the variety and standard of motors on display, couple this with the setting of Goodwood and the sunshine it always brings and you've got a winning formula. I even got to ride shotgun with Baggsy as he wowed the crowds in his Monster-sponsored GT-R, which was great fun, even if I did get a load of oil over my pristine white adidas!

Anyway, I've gotta go; it's 9pm and I can hear the Scottish tones of Iain Stirling in the background, "toniight on love island..."

Big Love,
Slim Jules

Jules

Feature Of The Month: There were four features in the running this month – first of all, it's our in-depth Players Classic report, then there's the Top 10 Interiors feature, where we round up our favourite seats and dashes of all time. Of course, the Tom V Dale cover feature was up there too. But for me, it's gotta be Scott Smith's Mercedes OM605-powered E36 Beemer. What a car! Check it out on page 54!



Next Issue on sale 16 • 8 • 2019



SLIM JULES
EDITOR

"My favourite couple of all time? Dominic Toretto and Brian O'Conner, of course. Is that even a question?"



MIDGE
CONTRIBUTING
EDITOR

"To me, to you, to me. Oh yes, the Chuckle Brothers are my fave. Although, they don't seem to have done much recently?"



INITIAL G
ART EDITOR

"I was brought up on a diet of Laurel and Hardy, from the golden age of the silver screen. I remember the first episode."



GLEND
WEBSITE EDITOR

"You can't beat the perfect pairing of a decent beard and a cold craft beer. There's not a better partnership in the world."



FEATURE CARS

Tom V Dale 012
We take a closer look at Tom's R5 GTT and Dale's Mercedes W114.

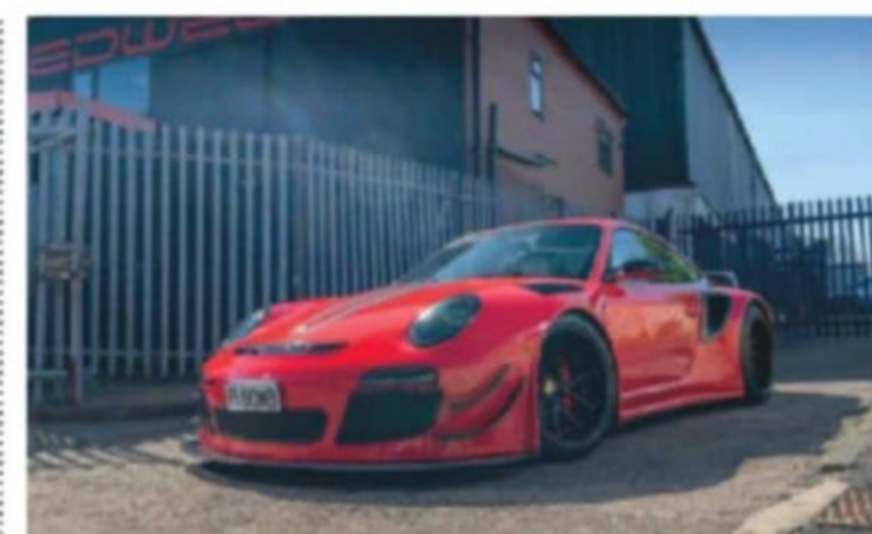


Subaru Impreza 026
We love lots of things about Thailand. Tom Yum soup for one, and this insane wide-arched Scooby another.

BMW E36 054
Not your usual E36 drifter. This one is packing Mercedes-Benz power, diesel power...



Toyota GT86 066
As prices go down, their popularity goes up. And you can see why when they look this good!



WILD CARD 086
Porsche 997 Turbo
What do you do to Porsche's big-power and girthy 997? Well you add more power and even more width, of course.



OUT THERE 020
Players Classic
It's the one we've all been waiting for: welcome to glorious Goodwood and Players Classic 2019!

Goodwood FOS 093
We head back to West Sussex for the second time in as many weeks, but by Jove it was worth it. Especially if you're into your motorsport...

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Twitter & Instagram



PRODUCTS

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Want to catch up on the latest car-related news, and find out what's hot this month? Well you've come to the right place.

Top 10... 033
... Interiors! We compile our top five favourite seats and top five dashes. But do you agree with our choices?

DIY Day Jobs 062
It's a wheely good one this issue, as we show you how to change your steering wheel.

Portfolio 049
Not one, but two sexy images.

Subscriptions 072
Want the magazine earlier, cheaper and without the hassle of leaving your house? Job done.

Staff Rides 077
The waiting is over: we reveal who won the first Ed to Ed challenge and find out the next one!

Arse End 096
We don't actually know how Midge finds time to write this section. As you can see, he's been on holiday AGAIN!

Next Month 098
We look into our crystal ball and can see a blue Bora and a RB20DET-powered pickup.



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UP FRONT Project Overland • Murray's T.50 • Test Drive • Appreciating Depreciation • Citroën 100 • BMW M8 • What's On • Angry Man

UP FRONT



Now that's a SUV we would drive

CIVIC UNREST

Honda's Type R sub-brand has always sat at the very core of tuner culture, with these honed and pared-back performance machines effectively being sold pre-modified from the factory. Ever since the early days of the EK9 Civic and NSX-R, that little red badge has signified the best possible versions of what these Hondas can be. And naturally the aftermarket has always embraced these cars with open arms, as they're just so damned tuneable.

The current-generation FK8 Civic Type R is an absolute lunatic straight from the forecourt – we're talking 306bhp, 295lb.ft, 0-62 in 4.9s, and a near-unbelievable top speed of 169mph. To view this



A road going BTCC car created by Team Dynamics



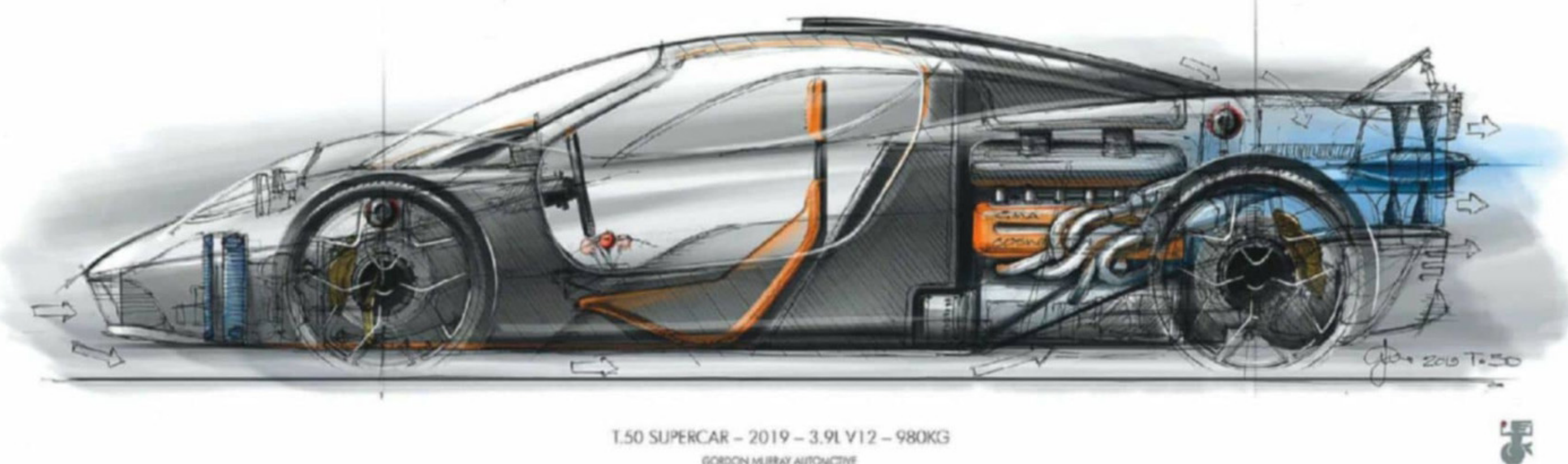
car as merely a starting point takes a special kind of crazy, but looking at the photos here you can see that craziness creates great art. What's happened here is that Honda themselves provided two pre-production Civics to a couple of tuners and gave them free rein to create their own interpretation of the breed. The first, built by Ralph Hosier Engineering, is called 'Project Overland', and has reimagined the hot hatch as some kind of sand dune-jumping Dakar racer. It's got a three-inch lift kit, custom trailing arms and transverse links, and massive knobby BF Goodrich tyres. A real Civic rally car!

The second car was built by Team Dynamics Motorsport. These are the guys behind the Halfords Yuasa Racing BTCC team, so they know a thing or two about making Civics quicker. Their road-legal special combines off-the-shelf and bespoke tuning parts to create the ultimate Type R: a Superchips remap, ITG induction, PWR intercooler, Dream Automotive sport cat and Scorpion exhaust elevate power to 400bhp and 369lb.ft. The chassis benefits from Eibach springs, adjustable ARBs and camber arms, lightweight Team Dynamics wheels and sticky Dunlop DZ03G track day tyres. Looks pretty sensational too, doesn't it?

It's amazing how different the two teams have made the same platform, and they've basically created the perfect two-car garage: one Civic for pootling to the shops and occasional hardcore track use, and another for mud-plugging and surviving the apocalypse. It's genius, frankly.



GORDON MURRAY REINVENTS THE SUPERCAR, AGAIN



➔ Back in 1992, a Formula One designer by the name of Gordon Murray decided that the supercar designers of the era weren't trying hard enough, and so he showed them how it was done. While the likes of the Ferrari F40 and Porsche 959 were squabbling over who could edge past 200mph,



Murray's radical design – the McLaren F1 – comprehensively blew them out of the water with its 240mph top speed. And this wasn't just a toy designed for high speed runs; Murray placed the steering wheel in the middle to optimise weight distribution with the driver on board, and designed the car so that it could take a decent amount of luggage too.

In 2019, it seems that Murray is once again despairing of the supercar genre. While we're all endlessly blown away by the Chirons, 918s and LaFerraris, all Gordon sees is inefficiency; heavy cars with needless mechanical complexity. As such, he's done it again: the drawings of his new T.50 are pretty eye-watering, and the specs make for impressive reading. The vision is to create a car that weighs just 980kg, with the highest-revving ever V12 mounted in the middle – a 3.9-litre Cosworth Gordon Murray Automotive unit offering 650bhp and revving to an insane 12,100rpm. The T.50 will have a ground-effect fan as part of the most advanced aerodynamic package seen on any road car and, just like the F1, it's been designed from the off to be everyday-usable; that means it'll be easy to get in and out of, have sensible service intervals, and decent luggage capacity. And best of all, that naturally-aspirated V12 is mated to a proper manual H-pattern gearbox. We can't wait to see this thing come to life – a guaranteed game-changer of a car.

TESTING... TESTING...

When you go to test-drive a potential new car, it's natural to bring someone along with you for a second opinion: a mate who knows about those particular cars, or a parent who's good at handing out advice, or a mechanic to diagnose any weird noises it might make. But according to some recent research by cargurus.co.uk, a lot of people have been bypassing this logic in favour of bringing some rather odd stuff along for the ride. The car-buying website polled the nation's dealers and discovered some pretty weird and wonderful stuff had turned up with customers, including a 12-foot snake, a mattress, a rifle, a 'lucky egg', and an accordion. One punter turned up in a pair of slippers, reasoning that they're what she usually liked to drive in, while another was carrying the ashes of a deceased relative in an urn. Perhaps weirdest of all is the person who came along with a pair of parrots. Yeah, OK, we can understand bringing a parrot, that makes perfect sense – but two of them? That's just silly.



Appreciating Depreciation Peugeot 208 GTI

Then: £18,895
Now: £5,500



Peugeot have just announced the second-generation 208, and you know what that means... the first-gen cars are going to get cheaper! The model's been around since 2012, and because of that, the early GTI models are already very affordable – if you shop around, you can find 2013 GTIs for as little as £5,500 which, for a car that was essentially a current model until a few weeks ago, is pretty spectacular value.

When this car was launched, the reviews were very keen to tout it as 'the new 205 GTI' – a welcome return after the astonishing crapness of the 207 GTI. And thankfully, it did turn out to have a lot of the charm of the retro classic; not just the pastiche C-pillar badges, but the tactility and chuckability, and swells of eager acceleration. It's not the most powerful car out there (although 200bhp ain't bad!), but it follows the 205 GTI's route of offering just a little more power than you need. This makes for a very entertaining drive. It also has great seats, super-

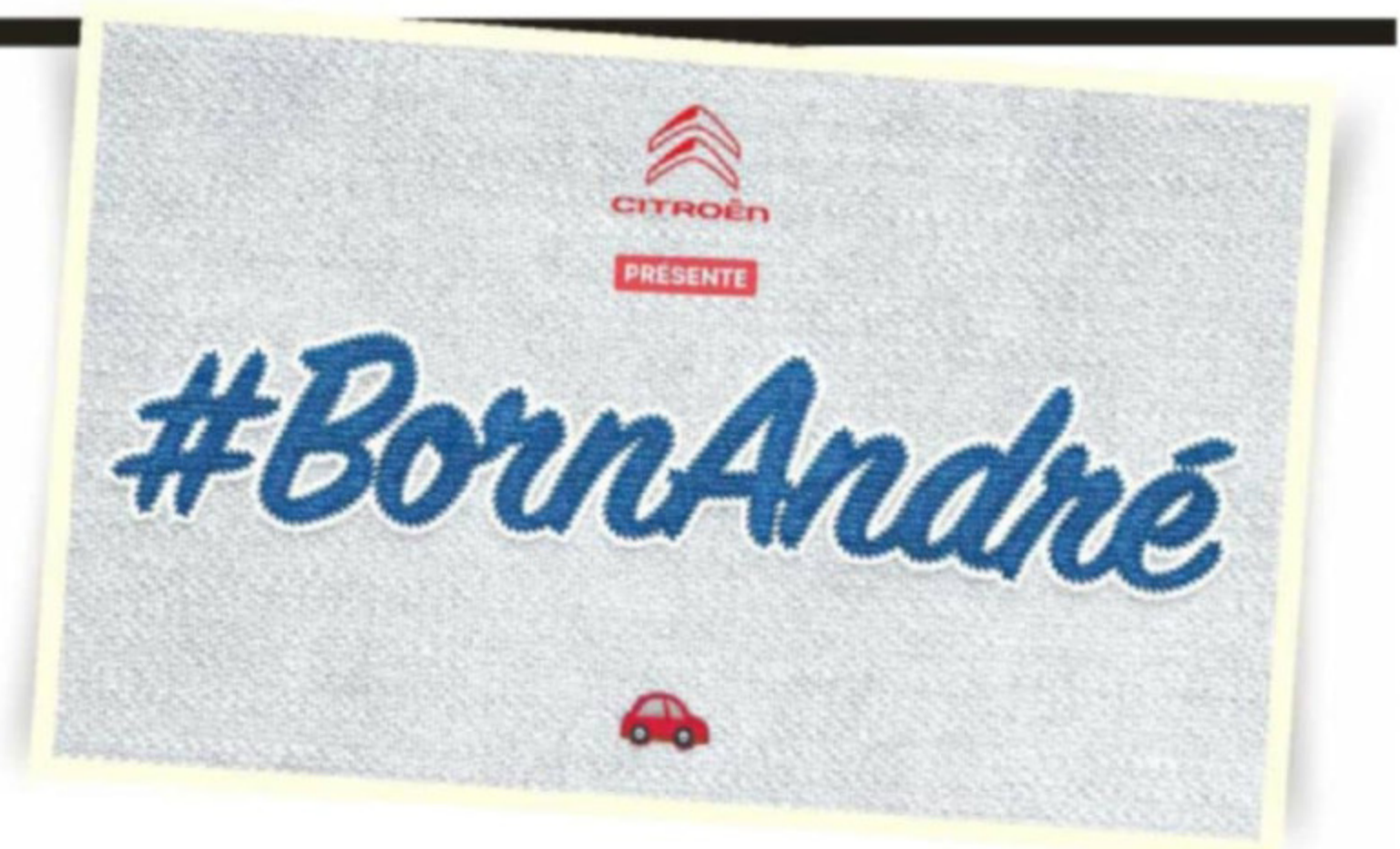
cool dials, the option of a panoramic glass roof, and is pleasingly old-school in the fundamentals: manual gearbox, a proper handbrake, an actual key. Peugeot did a good job with this one. And if you stick a private plate on it, your neighbours will think you've got a brand new car.



TOP 5 MODS: Scorpion non-res cat-back, Airtec intercooler, Forge BOV, Bilstein B14s, RamAir induction

HAPPY BIRTHDAY

Citroën celebrates its centenary this year, and to mark the occasion they've launched a promotion by the tag #BornAndre. To honour company founder André Citroën, they're on the lookout for babies of the same name who were born on his birthday... although to give it a bit of leeway, they're accepting entries from parents of babies named André, Andre, Andree, Andrée, Andrew or Andrea born between 1st-7th June this year. So if you've squeezed out a sprog that fits the bill, you might be able to swap it for a shiny new Citroën C3! (Not really. But you might win one, which you can then sell to pay for nappies – search #BornAndre to see...)





BMW M8 ISN'T PRONOUNCED 'BMW MATE'

It's also the most expensive M car ever. There's no denying that the M8 Competition is a looker, even if it is part of BMW's new design conspiracy to fit every model with absolutely the biggest pair of kidney grilles possible, and the Bavarian marque is positioning it squarely in the luxury sector. Pricing starts at a bowel-loosening £123,435, for which you get a 625bhp 4.4-litre V8 (0-62mph in 3.2s!), all-wheel drive, 395mm brakes, plush leather seats with 'perforated 3D quilting', the 'Hey BMW' personal assistant system, and several thousand miles of wiring, probably. Is it a proper M car? Most definitely. But it does weigh

almost two tonnes, so it's not exactly a featherweight... still, at 123 bags, it's not something we'll ever have to worry about.



THE ANGRY MAN

I love an empty car park, me..

There's no chance of random shoppers ambushing you with out-of-control trollies, no squeezing into tight spaces between two Range Rovers who've left just ever so slightly less room between them than a normal car could need, and if there's no-one about there's always the possibility of flicking off the traction control and testing out your rear tyres in a few scientific rapid circular motions. (It's all in the name of safety and research, officer). But there's one thing that always, always happens when you park in an empty car park. By the time you get back to the motor after you've stocked up on Pot Noodles and cherry cola, you'll find that some berk has parked right next to you.

Why? Why do they do this? In a whole empty sea of spaces they could choose to leave their car anywhere they want, and they decide to stick it right bloody next to yours. What's that all about? There's no-one else around. Do they think there's safety in numbers? Are they so shit at driving that they need to triangulate their parking manoeuvre against another vehicle to stop them going in all crooked? Do they simply lack the imagination and mental acuity it takes to complete the delicate and tricky task of choosing their own spot?

No, I'll tell you why they do it. It's because they're total bastards. That's why everybody does everything.

WHAT'S ON AUGUST 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 3rd-4th August - The BIG Summer Weekend - Crail Raceway
4th August - Ford Fair - Silverstone	5 11th August - London Cartel International - Haywards Heath	6	7	8 8th-12th August - International Mini Meeting - Easter Compton	9 10th-12th August - Ultimate Street Car - Santa Pod	10
11th August - PIRNWOOD - Goodwood Motor Circuit	12	13	14	15	16	17
18th August - M1 in the Park - Malsby Park	19	20	21	22	23	24
25th August - Simply Perceps - Beaulieu	26 26th August - Porsche Night-Ace Cafe	27	28	29	30 30th August - Edgewise-Overstone Park	31 31st August - Vauxhall - Edgewise

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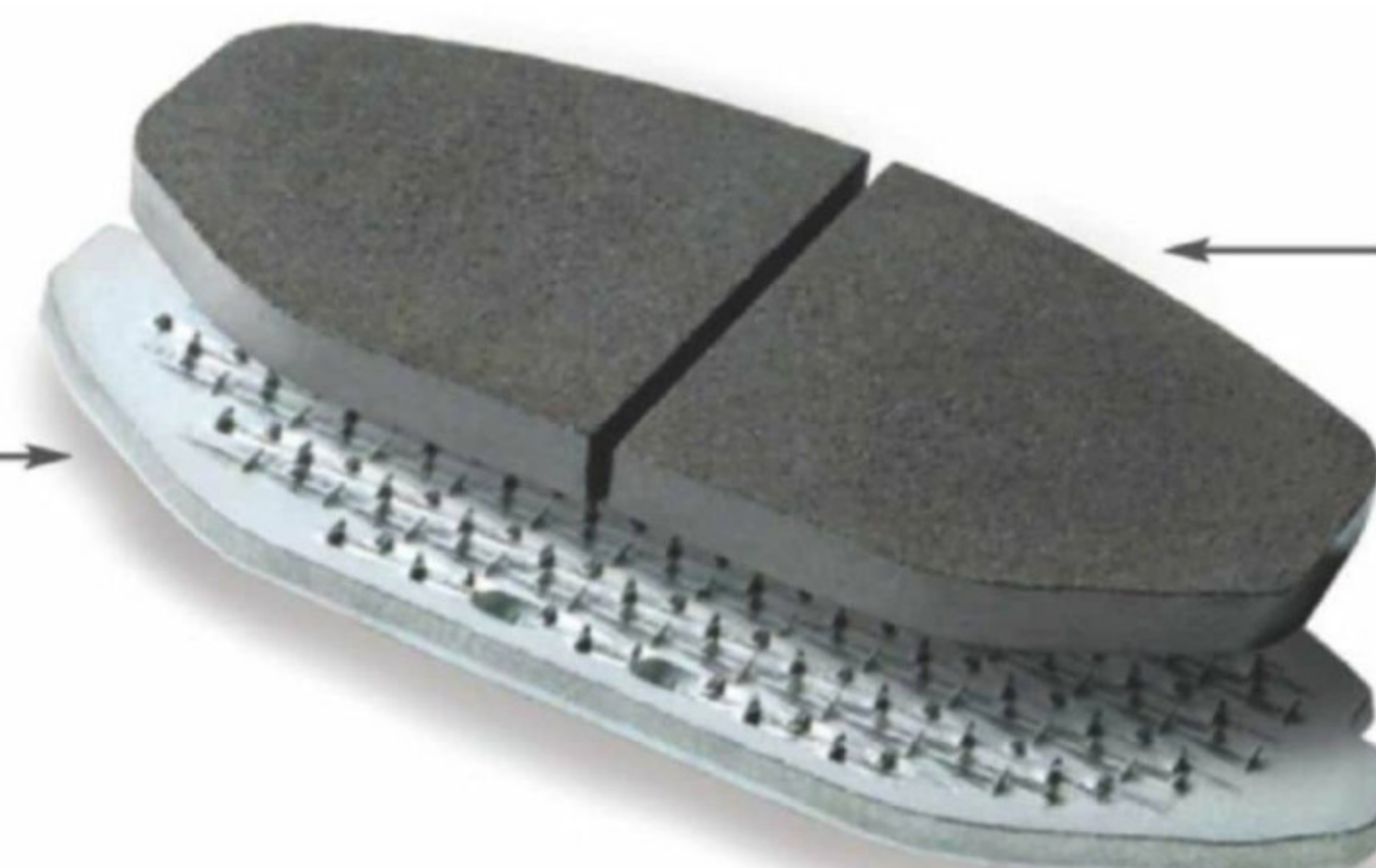
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WAXING LYRICAL

Meguiar's has been keeping rides pristine for generations. So when shine supremos Tom and Dale embarked on a fresh-for-2019 custom build-off, they knew they had to channel the modifying culture of times past...



A professional rivalry is always healthy in the workplace.

This is true of any job – salesman vie for supremacy on the monthly targets chart, racing drivers need to earn more points than their teammates, politicians endeavour to accrue the largest and most spurious expense accounts, advertising execs battle it out to see who can have the longest lunches... and at Meguiar's UK, the rivalry is rooted in who can build the coolest car.

What's that now? Don't they clean them rather than build them? Ah, dear reader, these people are polymaths; they don't just work in the job they do because they're passionate about beading and foam concentrations (although that is of course also true). These are car guys through and through, born petrolheads, they just can't help themselves. You've probably spotted that we've been chronicling the Tom v Dale build in our Fast Projects pages; the eagle-eyed will also have been following their efforts on the fellas' Instagram pages, each demonstrating increasing levels of exasperation and panic in the run-up to the Players Classic. The annual Goodwood-based retro extravaganza was mooted as the time and place to debut the two builds, and increasing levels of jeopardy and fear were bleeding out from every orifice as Tom and Dale shared ever more desperate looking images of rusty hunks of metal and piles of crumbling bits.

...but those Meguiar's boys had this all in hand from the start. Of course they did. Sure, there was a frantic flurry of activity in each camp to get the cars together, with no end of setbacks as you'd expect from disassembling and reimagining crumbly old cars, and a colourful cast of characters was drafted in at either end to make these projects happen. And when the covers came off at Goodwood, the crowds were uniformly agog at the respective splendours that greeted them. These cars aren't just good considering the time constraints – they're world-class builds by any measure. Not merely thrown together to meet a high-pressure deadline in the media spotlight, each

The Dimma 3-piece split-rims were refurbished by The Wheel Specialist



“When the covers came off at Goodwood, the crowds were uniformly agog at the respective splendours that greeted them”

one has been built properly to add something unique to their disparate genres.

'Disparate' is a concept we really need to focus on, in fact, because traditionally when we shoot two cars together, there's a clear link between them – it might be a pair of similar cars built by father and son, or a couple of mates who have different ideas about how to approach the same car, or two spec variants owned by the same person who just couldn't choose between them. But a 1971 Merc and a 1995 Renault? They don't have anything in common, do they?

Well, yes, actually – they share two important things. Firstly, you want them both. Admit it, you just do. And secondly, Tom and Dale chose these cars because they'd been wanting to build them for years. And that's essentially why we do what we do, is it not? This passion, it's always growing.

Let's start with the Renault, then. Now, the fun part here is that it really works on two levels: on the surface, it's a GT Turbo, finished in yellow, to deliberately provoke onlookers into making kneejerk Ali G jokes. You did it, didn't you? As soon as you saw it, that voice in your head started saying 'R-E-S-T-E-C-P!'. But there's a deeper level to this. Tom

wanted to create something with a knowing nod to the RS hardcore – that's why he opted to paint it in modern Renaultsport Liquid Yellow, and add the Clio RS 200 spoiler, it's the sort of GT Turbo that Renault would build if the car was still in production today.

"My first and second cars were Renault 5s, and I'd always had an itch to build one properly," Tom explains. "In my search to find a decent base for this project, this car turned up on eBay. It was poorly, but at the price I thought it was worth the chance to start a cool project. How wrong I was!" What arrived on the trailer was a mint green period survivor, resplendent in old-school widebody kit and... a few surprises hidden underneath. It wasn't just owners winding up the boost that killed these cars, they do like to rot pretty enthusiastically too. But Tom's not the doomy type. He simply rolled up his sleeves, made a few phone calls, and got stuck in.

"I was originally going to restore one back to factory, but when this car came up my '90s boy racer came flooding back," he laughs. "It would have been easy to 'Ali G' the car, but I feared doing that would have been short-term cool, and I wanted something that would be a proper car for years

HAVE YOUR SAY...

So, do we have a winner here? Sure, it's the... er, we'd have to pick the, um... ah, sod it, they're both winners aren't they? Two incredible and genre-busting builds, crafted in the spirit of friendly rivalry by two people eager to make sure everything was done properly. But do YOU have a favourite? If so, head on over to www.fastcar.co.uk and lodge your vote. The winner will be announced in next month's magazine...

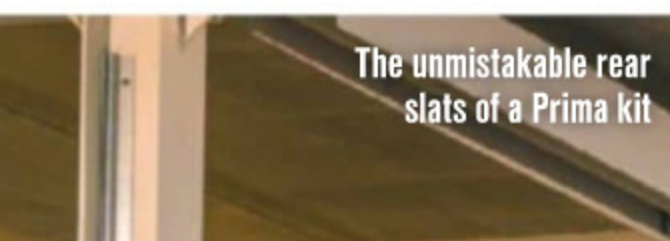




Wicked wicked jungle is massive



Renaultsport Recaro CS front seats are a great addition



The unmistakable rear slats of a Prima kit

to come." As such, this has been done right, and the spec is formidable. That turbocharged Cléon motor has been fully rebuilt by Prep'N'Lay, and features a whole host of goodies from Forge Motorsport including a custom hose kit, actuator, dump valve, intercooler and header tank – all in black, for reasons of stealth and subtlety. Rather less subtle are the staggered Dimma 3-piece wheels, which have been artfully rejuvenated by The Wheel Specialist, Fareham, and that on-point retro stance is attributable to a set of custom Bilstein B14 coilovers. With a fully refreshed chassis and brakes uprated by EBC, the final flourish was the interior: Campus-spec trim was chosen to accentuate the 3-stage pearl, with the bare-bones dash and doorcards complemented by a rather more ostentatious pair of Renaultsport Recaro CS front seats. The rear bench is trimmed to match, and there are yellow Renaultsport seatbelts, because of course there are.

Lurking malevolently on the other side of the Goodwood pitlane is a machine with an entirely different focus. A million miles from the car park burnouts of Tom's 1990s hooligan is Dale's low-and-slow stacklight Merc, a panscraping W114 that channels memories of the Chicano lowrider culture of LA and cleverly teleports it to this leafy corner of West Sussex. It hard-parks itself on bags rather than hydros, it's wearing big-ass steels instead of chrome wires, but this modern interpretation of lowrider culture is right where we wanna be.

"I've had this car in my head for years," Dale grins. "I have a huge passion for American car culture, and always thought the W114 could look like a Continental's European cousin." This particular car was found at the legendary Paint Box paint shop down in Essex, where one of the guys was using it as a daily driver so Dale knew he'd be off to a headstart.

"It was the fourth or fifth car that we looked at," he recalls. "Knowing the car was coming from such a creative hub made it irresistible to pass up. And when I saw it, I knew it was the one... plus it was already lowered so it looked cool on the way home!"

Naturally there's low and then there's lowrider-low,



but helpfully Dale had his gameplan all in place and a lot of associated talent to draw on. "Like any build, I had an overall image in my head," he says, "I looked at old 1970s magazines, listened to a lot of blues, funk and soul, and talked to my dad about car culture in the '70s. I worked very closely with Colin Ware at Kustom Kolors and Phil James at The Install Company to map out how the car would be executed; this included measuring out the perfect size and fitment for the air and wheels, picking the perfect colour and effect for the roof, and making small changes that would make the Merc different from the others."

The paint, as with any classic Chicano hopper, is the build's crowning glory: the body wears a shade called Copper Sunset which pops beautifully in the light, while the roof sports all of the visual tricks of the genre – metallflake, candy, lace, you name it. A double-bumper upgrade adds



'Fat biscuit' style retrim in modern/vintage Forest Green by Cobra

a touch of the premium, and the body enjoys just enough custom touches to make it Dale's own: a grille emblem delete, candy red taillights, mirror delete, it's all in the details.

Inside you'll find the original seats, but they've been beautifully updated. Cobra Seats worked with Edd Aldridge to retrim them in modern/vintage Forest Green in the old-school 'fat biscuit' style. A full audio install from JVC has been hidden where you can't see it, and the crowning flourish is a Mooneyes foot pedal donated by Dale's dad.

"The dramatic stance is brought to you by Phil at The Install Company – nothing here was just bolted on," says Dale, with the sort of laugh-or-cry expression that suggests the Merc was fighting back every step of the way. It looks next-level awesome when it airs out though, and a large part of that is down to the magnificent wheel choice. He's opted for the Delray design from Detroit Steels, as they provide an aesthetic link to the W114's original steel wheels (while also being markedly bigger); Dale repainted them himself in

TECH SPEC: RENAULT 5 GT TURBO

STYLING:

Renaultsport Liquid Yellow paint, Prima Racing Corsa wide bodykit, Clio RS200 rear spoiler, OEM Clio aerial, OEM filler cap grafted back in, fully sealed using Raptor Paint

TUNING:

C1J/Cléon 1.4-litre turbo – full rebuild by Prep'N'Lay, full custom hose kit in black from Forge Motorsport, black Forge Motorsport actuator, black Forge Motorsport dump valve, black Forge Motorsport intercooler, black Forge Motorsport header tank, Pipercross air filter

CHASSIS:

7x16" (front) and 8x16" (rear) Dimma 3-piece split-rims – refurbished by The Wheel Specialist Fareham, 205/45 Nankang AR1 tyres, custom Bilstein B14 coilovers, MMR performance rear beam, Powerflex bushes, stock callipers fully refurbished at EBC Brakes, EBC Yellow stuff pads, EBC discs, Forge Motorsport braided lines, Garage Midnight stud conversion

INTERIOR:

Renaultsport Recaro CS front seats, rear bench trimmed with Renaultsport cloth to match, yellow Renaultsport seat belts, grey Renault carpet, Campus dash, Campus doorcards (Campus trim used to show off 3-stage pearl), Kenwood audio

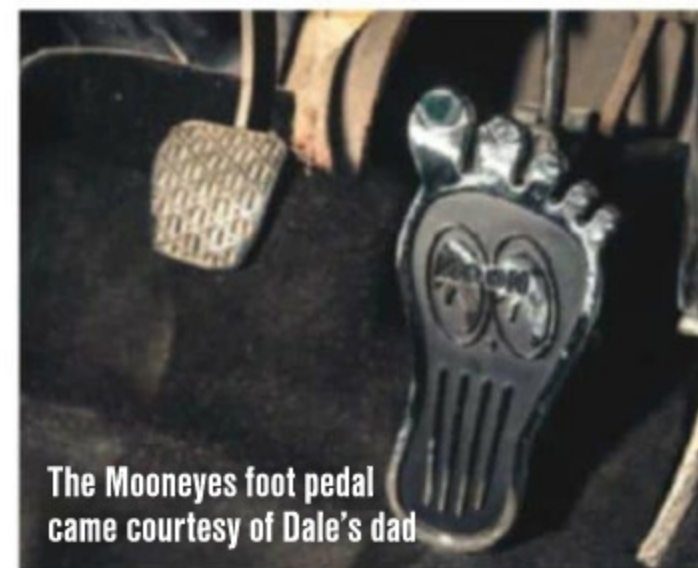
THANKS:

"Thanks to Meguiar's UK, Reflex Auto Design for all the work and total, final build, Bilstein, EBC brakes, Powerflex, Forge Motorsport, MMR Performance, Nankang Tyres, The Wheel Specialist – Fareham, Garage Midnight, Pipercross Filters, Dave the Trimmer, Kenwood, Raptor Paints, Syco Graphics, Russell for the engine build, Bobby for the wiring, Vick for help with the wheel building, Matt at Reflex for giving his life away to build the car, Aaron and Glen for the most important purchase/gift: Haynes manual, Mike at GT Turbo Spares, and Chris at Urban Composites."

COVER CARS



The JVC install helps bring the Merc into the 21st century



The Mooneyes foot pedal came courtesy of Dale's dad

TECH SPEC: MERCEDES W114

STYLING:

Peugeot Copper Sunset body, roof in candy, metalflake and lace, hand-painted fuel cap, original design and future tattoo by Danny Birch, grille emblem delete, side mirror delete, rear badge delete, double bumper upgrade (donated by Bagged Benz UK), rear lights painted in red candy.

TUNING:

M115 2.0-litre four-cyl, 3-speed auto.

CHASSIS:

8x18in (front) and 9x18in (rear) custom Detroit Steel Delray wheels – painted Copper Sunset with satin clearcoat and finished with hubs and beauty rings, 215/35 (f) and 225/35 (r) Nankang tyres, Air Lift Performance air-ride with 3S management, Bilstein shocks.

INTERIOR:

Original seats trimmed by Cobra and Edd Aldridge in modern/vintage Forest Green in old-school 'fat biscuit' style, full hidden JVC audio system inc. doubleDIN headunit, dash and trims painted black, vintage Mooneyes foot pedal from Dale's dad.

THANKS:

"Thanks to Colin Ware and the guys from Kustom Kolors, Phil James and The Install Company, Air Lift Performance, Bilstein UK, Nankang Tyres, Cobra Seats, Edd Aldridge, JVC UK, Clifford UK, Snap-On UK, Detroit Steels, Bagged Benz UK, 3M UK, Slam Sanctuary, Players Show, Car Audio Security, Danny Birch, and Amy Fife for putting up with me and this build!"

➡ Copper Sunset, with a satin clearcoat and finished with hubs and beauty rings. And don't let any Merc purist tell you that nine-by-eighteens won't go on the back of one of these – the evidence is right here before you.

"The engine's the standard two-litre with a three-speed auto, so yes – it's pretty slow," he laughs. But that's really the point of lowriders, they're built for flexing and peacocking, not seafront street-racing. If you want that sort of mischief, flick your eyes back to the Liquid Yellow Renault.

What was the most stressful part of the Renault build? "All of it," Tom smirks. But what's his favourite bit now it's finished? Again, "All of it," is the answer. "I'm so happy with how the whole look has turned out, like what it would be if Renault made a GT Turbo today. And the reactions at Players were absolutely mind-blowing."

Dale is equally effusive about the Merc's debut: "The response at the show was amazing, there was always someone walking around it and having a good look at all the details... and touching the paint!" he laughs.

These beautiful machines have been built to last, and Tom and Dale can't wait to head out on some adventures with their shiny new creations. "I'm going to drive the Merc as much as possible, cruising around with my partner Amy," Dale assures us. "And I'd like to complete the Clio theme and install a 182 engine," smirks Tom. And we have to applaud both approaches. It's been a hell of a journey to see these diverse and scene-altering cars come together, but for these boys the adventure's really only just beginning. ■

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A picture that (almost) sums up the Players Classic ethos

Players Classic 2019

Honestly, we don't know how those Players guys do it. Every year, without fail, the Players Classic at Goodwood is bathed in glorious sunshine. You might assume that'd be a gimme in June, although these days you can't predict anything; add in the fact that it was slashing down with rain for the whole week leading up to the show, and it was looking distinctly iffy. But the sun always shines on the righteous, and of course the 2019 Players Classic was an absolute scorcher. How could it be anything else?

We always say this, but only because it's indisputably true – this is by far one of the best shows on the UK calendar. The 'Classic' name is a bit of a curveball, as it's not exclusively a show for older cars and retro stuff; think of it as a combination of the Nathan Barley definition of the term (as in 'oh my days, you absolute classic') and a counterpoint to the annual Players North Weald show that, given its location at the historic Goodwood Motor Circuit, allows for a certain focus on classic cars. There's still a whole bunch of

modern modded rides there too – think of it as a sort of greatest hits of car shows; a jack of all trades, but a master of all too.

This event's been growing in stature for a while, and the move to make it a two-day event a couple of years back means that now it's better than ever – the first day sees all sorts of track action and drifting shenanigans, while the second day is more of a chilled-out display sort of vibe. Throughout the weekend you'll find the cream of modified cars from across the UK and beyond into Europe, with thousands of people making the pilgrimage to West Sussex... and lots of boys and girls now using the event as a target to finish and debut their fresh builds.

Naturally we were there, slathered in factor 50 and with knotted hankies on our heads, and we were frankly blown away by both the variety and the quality of cars on show. We've pulled together a bunch of our favourites here – and if you were there, you'll know how hard it was to narrow this down!



Meguiar's build-off ▶

You should be pretty familiar with these boys and their high-octane build-off, as we've been documenting their projects in our Staff Cars pages for a while. But when Tom and Dale pulled the covers off their respective cars on the Meguiar's stand, everyone's jaws fell to the floor. (We're pretty sure we saw a few monocles falling into mint juleps too – this is Goodwood, after all.) You see, the lads had been a bit sneaky, giving away only the juiciest titbits about the builds in their mag updates, and providing some fairly dramatic updates on Instagram – largely showing rotten cars in bits and saying 'Oh crap, the show's only a week away' – so the flawless and pristine cars they unveiled at the Classic simply blew everyone away. Tom's Dimma-kitted GT Turbo is a period-perfect masterpiece with a few modern twists, not least the sublime Renaultsport Liquid Yellow paint that really popped in the sunshine. And similarly sparkly was the metalflake roof on Dale's Merc, the badass saloon looking phenomenal sitting down there in the weeds on its mighty colour-coded steels. Obviously we had to shoot both cars for a full feature, they were too incredible not to. See pages 12-18 for that!



KEAN Pantera ▲

No-one builds a show car like KEAN Suspensions. If you were at last year's Players Classic, you may remember them rolling in convoy in a bagged Ferrari 308 GTB, an Apple-liveried RWB 911, and a lurid yellow E46 M3 dripping in custom carbon. How do you top that? Well, the KEAN team were on their way back from Wörthersee in their latest build, so it seemed rude not to pop over to Goodwood and see a few friendly faces. And yes, as you might imagine, the majesty of their creation fully shut the place down: a De Tomaso Pantera, bagged and wide-arched, wearing a set of rims so absurdly deeply-dished that you could pretty much climb inside and run around like a hamster in an exercise wheel.

Once again, these dudes knocked it out of the park. Obviously it won Best In Show. Of course it did. But you have to wonder were on earth they can go from here... ➔

OUT THERE

Turbo Beetle ►

Leaning heavily on the 'Classic' element of the show's core ethos, we spotted this incredible Beetle hidden way out in the paddock parking, tucked away by the venue entrance. And frankly it blew our minds a little bit. Even before you get to the back end, the panscraping static stance coupled with the fact that the guys driving it had the safari window up (flies in your teeth, anyone?) was cool enough – and those Midas-like rims are to die for. We only know of two Bugs on the scene wearing these, and they do an amazing job of fusing old-school wide-five fitment with modern watercooled-style split-rim fashions. But then you get round the back and all bets are off: it's not wearing an engine lid, because there's a sodding great gold turbo hanging out the back. How fricking cool is that?



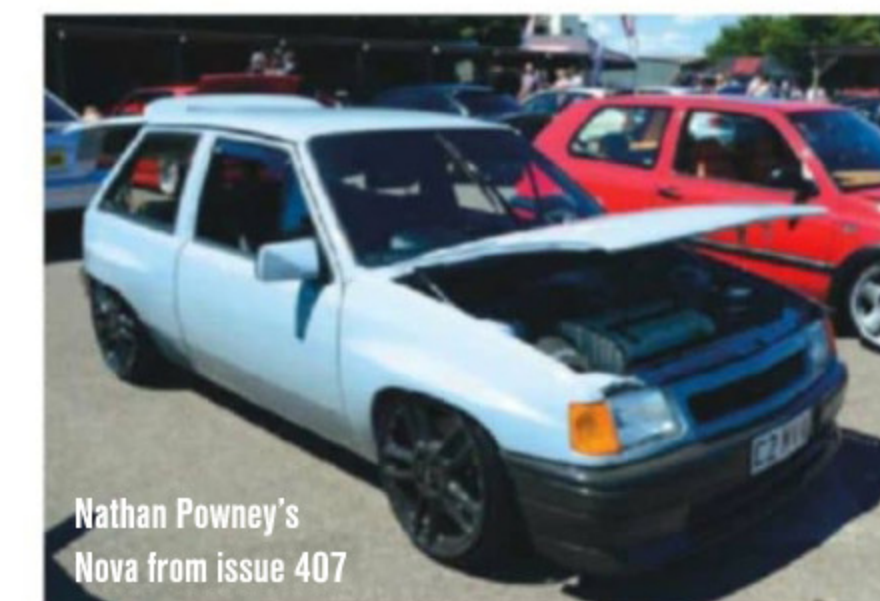
Turbo Minis ▲

Turbos hanging out of things is clearly the look to go for in 2019, as this pair of classic Minis amusingly demonstrate. One's a '71 van, featuring a VTEC B-series motor and a great big turbo poking out of the front, and the other's an '86 with... a VTEC B-series motor and a great big turbo poking out of the front. Two completely excellent interpretations of a surprising formula, each beautifully finished and built for thrills. The van's more of a track build (it was buzzing round the circuit for much of the Saturday), while the orange monster is more a full-on show car. They're both utterly, completely deranged.

PLAYERS CLASSIC

Gaz Volga ►

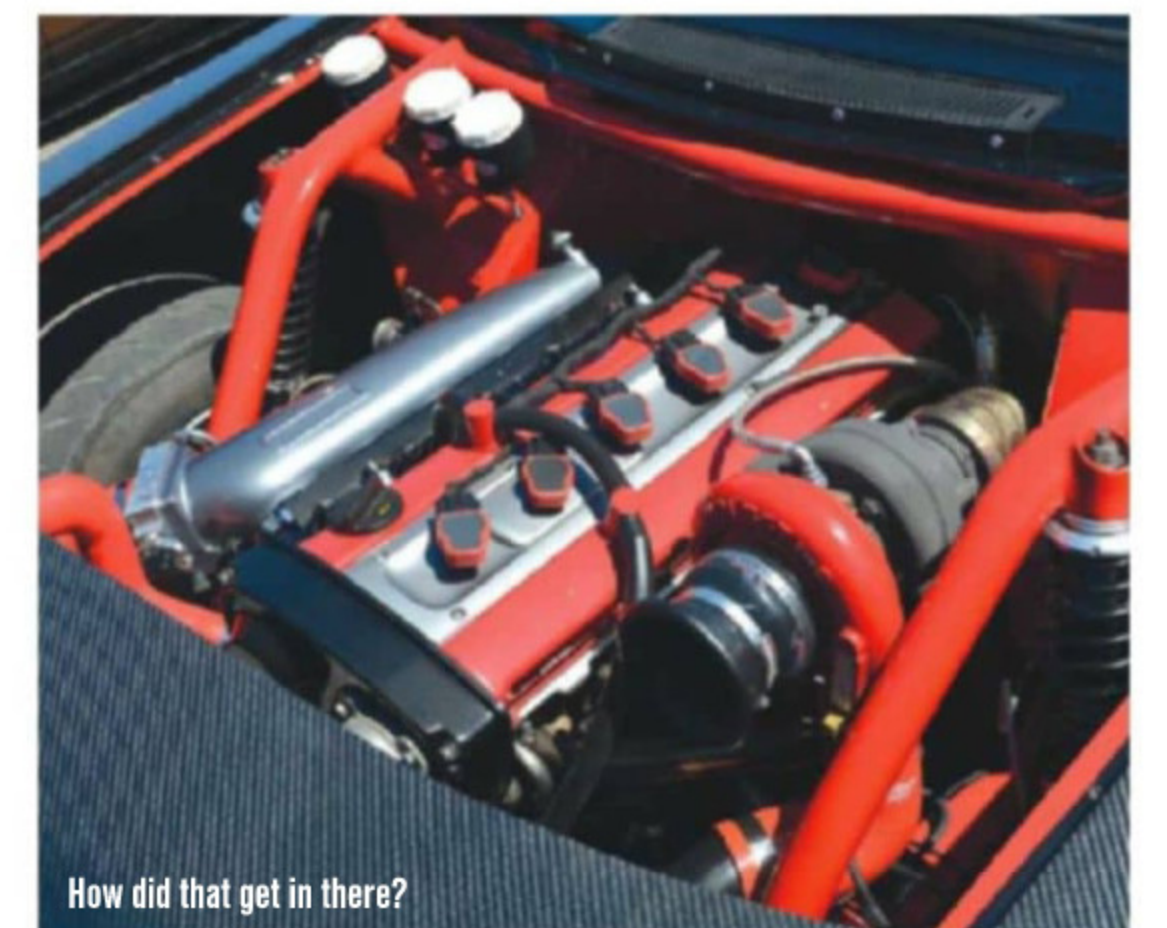
No matter how much effort you put into a car, it can be hard to stand out on the showground when there are other builds based on the same platform – Mk1 Golfs, for example, or S-body Nissans. One way to sidestep this issue is to buy a car that pretty much no-one in the country owns, or would even recognise. We absolutely loved the incongruous sight of seeing this obscure Russian beast sitting on the Goodwood lawn, with a constant stream of people walking past saying 'That's cool, what the hell is it?'. The answer is that it's a 1978 GAZ-24 Volga, a robust Soviet barge that was sold with either a 2.2-litre four-pot or a 5.5-litre V8 (we don't know which this one has, but we really hope it's the latter). It wasn't extensively modified; indeed, it was probably one of the least modded cars at the show, simply sitting low over Rover P5B wheels. But it was unique, and it confused people, and we like that.



Nathan Powney's
Nova from issue 407



Soleman Peer's Mk3 has
had a makeover since its feature



How did that get in there?



RB Sunbeam ◀▲

Some properly next-level retro thinking here. The Talbot Sunbeam's become such a rare sight on the roads that most people don't really know what it is; for those who do, their knowledge of the model often begins and ends with the celebrated Lotus Sunbeam variant. But just check out this lunatic creation: it's positively dripping in custom carbon fibre touches, and the interior's been pared back to a position of no-nonsense functionality – with an absolutely enormous transmission tunnel. Why? Well, peep under the bonnet and you'll find a colossal Nissan RB straight-six, packing a Holset turbo the size of your face and spoiling for a rumble. This little Talbot is seriously angry. Stand back, it'll have your leg off.

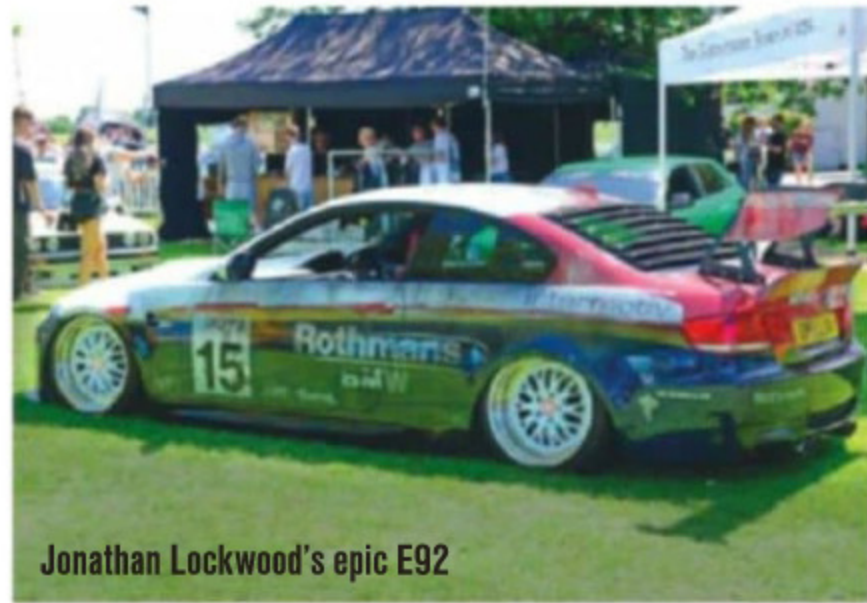
OUT THERE

Fyse's Laurel ▼

This Datsun Laurel isn't just a super-cool retro, it's got a cracking story behind it too. Built by wheel refurb legend Fyse, the fella was originally dreaming of Hakosuka and Kenmeri Skylines but the values have gone too nuts. After a bit of research, he figured that this generation of Laurel shared a lot of its engine and chassis architecture with the iconic Skylines, but was more readily available and cheaper. So he bought a Laurel... and it was a bit of a basket case. Having never restored a car before, Fyse called in a bunch of mates and they put this thing together as a team. The results are pretty awesome, aren't they? And he's stuck the 2.8-litre motor from a Nissan Patrol in there, so it makes all the right noises...



Christopher Purr's Subaru SVX is one of our favourite builds of 2019



Jonathan Lockwood's epic E92



Just a small snapshot of what you'll see at Players



What a lovely nose job

E21 & bike ▲

Definitely one of our favourites of the whole show – not least because the owner had gone to the effort to build a custom colour-coded motorbike on a custom trailer to match it! The E21 just oozes class, with so many cool details – the 2.7-litre motor's wearing a cheeky turbo, the interior features a full carbon dash, a CAE shifter and some beautifully trimmed seats, and we're loving the black-and-silver exterior colour scheme and those 17-inch Chevron Racing wheels. Pure class through-and-through.



Ruby Tuesday

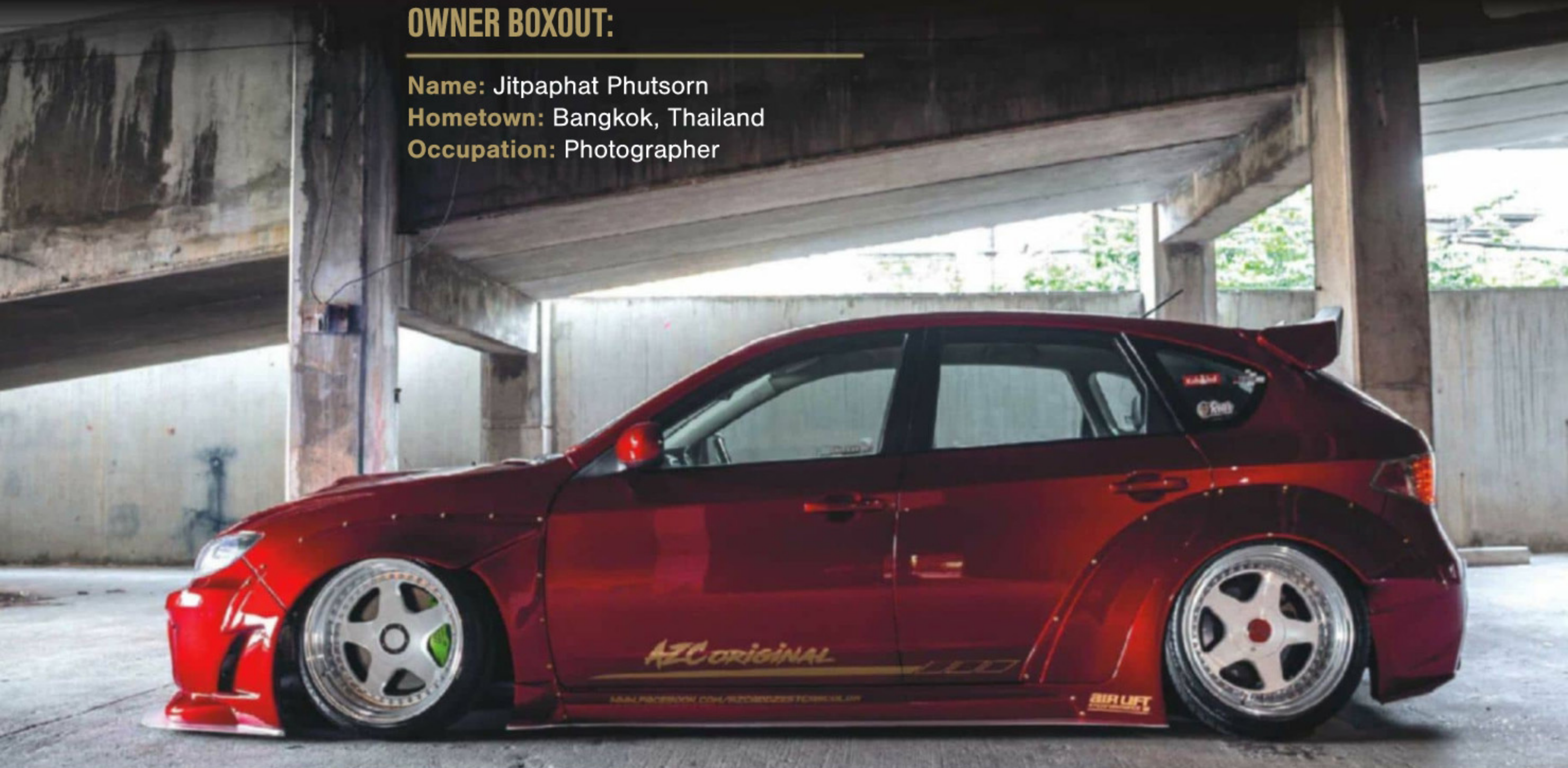
Straight outta Bangkok, this wide-arch Impreza perfectly mixes snorting power with beauty queen looks, all wrapped up in sensuous Ruby Red...

Words: Joe Partridge Photography: SerialOne



OWNER BOXOUT:

Name: Jitpaphat Phutsorn
Hometown: Bangkok, Thailand
Occupation: Photographer



↘ **Tuesday's child, as the old nursery rhyme goes, is full of grace.** That sounds about right, doesn't it? The Ruby Red Impreza we've found lurking in the shadows in downtown Bangkok couldn't be a Monday's child – it's more striking than it is 'fair of face'. Scanning through the rest of the age-old rhyme, it's not full of woe, and we wouldn't say it has far to go... no, full of grace describes this lipstick-hued Scoob pretty smartly.

It's not a word often applied to modified cars, is it? Not with a straight face, anyway. Yes, there used to be lots of cars in the scene back in the '90s proudly wearing stickers that said 'Pace, grace, and serious bass', but it always felt that the word had been chosen simply because it rhymed rather than because it actually meant anything. But the logic is starting to tumble into place

with Jitpaphat Phutsorn's widebody creation. Imprezas, traditionally speaking, are robust and hard-as-nails tools built for bouncing through gravelly forests and across deserts, none of which is a particularly graceful pursuit. But this? As it airs out and lets its skirts settle around it like a nineteenth century lady-of-the-manoir beside her perfectly manicured tennis lawn, it really does exude an air of gracefulness. A perfectly crafted Ruby Tuesday.

This isn't to say that Jitpaphat's creation is entirely without edge, however. What he's achieved here is to take a well-known and established silhouette and effectively turn it into a sort of life-size Hot Wheels racer, all caricaturistic proportions and deliberately jarring juxtapositions. The Impreza hatchback now wears an incredibly wide bodykit from AZC, its seam-bustingly vast arches just about containing the massive wheels beneath. They're OZ Futura splits, as you may well have noticed, and measure an impressive 9.75x18-inches at the front, and an inch wider at the rear. Couple this with a bespoke air-ride setup from Airus and you've got a bootylicious miscreant that stances itself like an absolute hero.

WHAT'S THE HATCH

All of this is a brilliant counterpoint to the very ethos of the Impreza hatchback, as this was a car that really annoyed a lot of people when it first arrived. The cult of the Impreza had reached a full-on, frothy fever pitch in the late 1990s and through into the new millennium, with the Subaru vs. Mitsubishi gravel wars raging with ever-increasing ferocity. Every fresh variant of the Impreza seemed to ramp the insanity up a level – cleverer tech, more versatile and adjustable chassis, spiraling power levels, seemingly unfathomable specific-output figures, it was nuts. If it was painted World Rally Blue and had gold Speedlines, you knew it was a thing you shouldn't



A rear end to rival those on Love Island

mess with at the traffic lights or, more to the point, down a twisty B-road. The ballistic three-box saloon reinforced the everyman aspiration of having a sensible family car that was actually a rally car underneath, and the buying public couldn't get enough.

...and then one day, without any particular warning, Subaru decided to yoink the rug sharply out from beneath everybody's feet by announcing that the new-for-2007 Impreza would be a hatchback. And everyone said 'Oh. What, really...?' while pulling a face like a baby who's just accidentally licked some vinegar. The Impreza hatch was, in short, not totally what the public wanted. But underdogs often make the best project bases and, while the world's moved on a bit and we've sort of got used to the idea of a hatchback Impreza, there's still something deliciously naughty about altering its very essence and reinventing it as a stance queen.

Don't go thinking it's all show and no go, however. In this particular guise, the Thai-spec Impreza runs an EJ20 motor – that's the 2.0-litre flat-four found in countless big-power Imprezas (and Legacys, and Foresters...), and Jitpaphat certainly hasn't left it stock. These engines are always a bit weird to look at, their boxer configuration doesn't make for the most logical engine bay view, but poke through the spaghetti and you'll spot a shiny billet turbo in there, a TD05 20G with the iconic HKS mushroom filter hanging off the end along

WHO IS AZC?

This Impreza wears a bodykit by AZC – but just who is that? It's a company based in Bangkok, the initialism being short for Addzest Carcolor, and they deal with a broad spread of modification services – paint, wheels, suspension, you name it. And of course, there's the custom widebody kits. They do a bit of retro stuff, but most of their work focuses on late-model Japanese cars, Hondas in particular. So if you find yourself in Thailand looking for a new exhaust or a colour change on your FK8, AZC is who you call! Check 'em out on Facebook (search 'AZC Addzest Carcolor'), they're kind of a big deal...

A boxer with a big punch



HOT RIDE



TECH SPEC: SUBARU IMPREZA

STYLING:
Ruby Red wrap, AZC widebody kit inc. front lip, sideskirts and rear skirts.

TUNING:
EJ20 2.0-litre flat-four, TD05 20G billet turbo, HKS BOV, CP pistons, custom exhaust system, HKS induction, 5-speed trans with LSD, OS Giken twin-plate clutch.

CHASSIS:
9.75x18" -27 (front) and 10.75x18" -40 (rear) OZ Futura wheels, STI Brembo brakes, Aircus/Silver air-ride, camber arms.

INTERIOR:
Recaro Sportster CS seats in Alcantara, Defi Sports Display F dash, Defi Advance ZD display, Defi BF gauges, GReddy Profec boost controller.

THANKS:
"Thanks to AZC Original, Take A Wrap, and Serialone Photography."

with a HKS BOV. The startling effects of all this have been augmented by a set of CP forged pistons, and a full custom stainless exhaust system; power is as yet untested, but we can safely assume that it's more than enough to silence the haters.

GAUGING INTEREST

He's pretty keen to keep an eye on how it's behaving too. There was a time back in the early 2000s when auxiliary gauges were one of the most important elements of any build, and this car channels that old-school spirit with gusto, bringing in a full suite of cutting-edge instrumentation from Defi. Lined up along the dash top are a trio of BF gauges monitoring oil pressure, oil temp and water temp, while next to them sits a Defi Advance ZD. This OLED screen is configurable for a number of readouts including speed, exhaust temperature, fuel pressure and all sorts. And sitting dead-ahead of the driver is a Defi Sports Display F dash, which shows data from the OBD-II, has a G-meter and gyro sensor, can be a speedo and a boost gauge, and a load of other stuff. So basically whatever Jitpaphat wants readings of, he can see them in front of himself, or over there, or even further over there... the luxury of choice, eh? And all the while he's hugged by purposeful Recaro CS seats, arguably the best chairs in the business, with the rear bench stripped out so the full majesty of the air install is right there behind for maximum involvement.

In essence, this Impreza is a fusion of form and function. Air-ride is perfect for Bangkok as, while there's been decent government investment in road-building and resurfacing, it's still a fact of daily life that'll you'll come across potholes you could swim in. And form – well, the aesthetic treatment here is very much on-trend with the builds we've been seeing coming out of Thailand recently; widebodies are massive over there (culturally and, of course, literally), with Thai tuning outfits keen to craft their own interpretations of the Liberty Walk and Rocket Bunny vibes we see ricocheting around the rest of the global scene. Slathering it all in Ruby Red,



No, we don't know why the steering wheel is there either

in that funky-fresh wrap from scene supremos Take A Wrap? A masterstroke. It's the colour of passion, soul, vividity. Take it from the Rolling Stones: 'Catch your dreams before they slip away... lose your dreams and you will lose your mind'. That's the essence of Ruby Tuesday – Jitpaphat's built an everyday show-stopper that acts as a mirror for his own dreams. Full of grace, with some serious pace. ■



You can never have too many dials. Fact



AD5
Gloss Black / Polished, Gloss Black, Gunmetal / Polished
8x18"



ASSASSIN
Gloss Black / Polished, Gloss Black
7.0x16" 7.0x17" 8.0x18"
8.5x19" 8.5x20"



ASSASSIN GT2
Gloss Black / Polished
8.5x18" 8.5x20"



KODIAK
Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



MUNICH
Gloss Black / Polished Face, Gloss Black
8.5x18" 8.5x20"



TORINO
Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO
Gloss Black / Polished
Gunmetal / Polished
8.5x18" 8.5x20"



SPORTLINE
Gloss Black
Polished
8.5x20"

WOLFSBURG
Gloss Black
Polished
8.5x20"



DORTMUND
Gunmetal / Polished, Gloss Black / Polished, Gloss Black, Blackberry & Bronze (20" only)
8.5x18" 8.5x19" 8.5x20"



KIBO
Gunmetal, Gloss Black / Polished Lip
7.5x17" 8.0x18" 8.0x19" 8.5x20" 9x20"
9.5x21"



TURISMO
Gloss Black & Gloss Black / Polished
8.5x18"



LUCCA
Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



STUTTGART ULTRA CONCAVE
Gloss Black / Polished Face
8.5x20"



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- 10 Million points of interest
- WiFi Connectivity
- Android wireless screen mirroring
- Apple CarPlay (WiFi & Wired)
- Android Auto*
- Waze smartphone navigation
- WebLink
- FM/AM & DAB+
- CD/DVD (Audio/Video Playback)
- USB (Audio/ Video/ Smartphone playback)
- Spotify
- WiFi audio streaming
- Bluetooth Handsfree/ Audio Streaming
- 13 Band EQ
- New customisable user interface

*AVIC-Z820DAB/920DAB only



TOP 10 INTERIORS

The interior is the most important part of your car. Well, sort of. Obviously it's imperative to have oodles of power to play with – the more the better, really – and a cunningly tweaked chassis to cope with it, and the right rims and an on-point stance and exterior aesthetics to make other road users ooze with envy... but let's face it, you're physically inside the car and you need it to be nice in there. No matter how pretty or quick your ride may be, if it's got a crap interior it'll make you sad.

There's all sorts you can do to spruce

up a lacklustre interior, the aftermarket can furnish you with endless options when it comes to seats, steering wheels, audio upgrades, carpets, rollcages, you name it. But some manufacturers got it right from the start. Sometimes a car comes out of the factory with innards so sublime, everyone else wants to copy the idea and stick such things in their own cars. And here, focusing particularly on seats and dashboards, we've pulled together our ten favourites, ripe for you to pillage from scrapyards and bolt into your Corsas and Civics...

Recaro fishnets

A timeless classic here. The fishnet reference has nothing to do with the stockings your quirky uncle wears to School Disco – see the headrests? They've got a mesh in there, that's why they're called that. Now, these seats were the absolute daddies through the late-1970s to the 1990s in old-school Fords, and they've still got a strong following today. These Recaros appeared in the Mk2 Escort RS2000, replacing the earlier Scheel items, and went on to star in the Mk3 Capri (trimmed in tartan!) and various other models. They're very much sought after today and change hands for silly money... but we've got a little secret for you: the Suzuki Ignis Sport of 2003 had a very similar set of fishnet Recaros, and you can grab those much cheaper. No-one will know the difference and you'll be a retro hero!





Lamborghini Reventón dash

Hypercars are meant to be silly, that's the point, and Lamborghini have always been more ostentatious than most when it comes to design. These guys don't mess about, if there's an obtuse angle or a jarring juxtaposition of lines to throw in, they'll do it. But it has to be said that when the limited-run Reventón appeared in 2007, we could only conclude that the design team had all got drunk and watched Top Gun. This Murciélago-based special seemed to think that it actually was a fighter plane, and the dash was the wackiest part. A trio of TFT liquid crystal displays sit inside a carbon-shelled block milled from an aluminium billet, and the digital readouts mimic those of military aircraft, which essentially makes them completely unreadable. A masterpiece of style over substance, they look absolutely awesome, yet are utterly stupid. Presumably they imagined that you'd be driving so fast it'd be pointless looking at the dials anyway.

Audi B7 RS4 wingbacks

You know a product has really touched a nerve with the public consciousness when it hits the headlines because people are stealing it to order. Owners of B7-generation Audi RS4s tend to have military-grade security these days, because there was a time when it was perfectly possible that you'd step out of your house one day and find that your pride and joy didn't have any front seats any more. Why? Well, two reasons. Firstly, they're heinously expensive – around five years ago the newswires were buzzing with stories of RS4s that had been written off by insurers because dealers were quoting £19,000 to replace the seats. (The light-fingered can stand down though, this isn't really the case any more. Please don't go out and steal someone's chairs, that's a terrible thing to do.) And secondly – they're just phenomenal seats. Audi (and Recaro) got these so right – incredibly comfortable on long journeys, yet supremely supportive in enthusiastic driving, and they look awesome too. No wonder so many people cite these as their favourite OEM seats without hesitation. There are few finer places to let out secret farts of joy on twisty roads.



FK2 Honda Civic Type R seats

You've got to have red stuff on a Type R, because it's a Type R. There's the red badges, of course, and in the case of the FK2 there's also red seatbelts, red brake callipers, red pinstripes around the wheel rims, red steering wheel detail, the red cam cover, the red mist that descends every time you bury the throttle into the bulkhead... oh yes, and the dials turn red when you press the +R button. And best of all are the red seats. But not because they're red. Oh no, that's merely a fringe benefit. The seats in the FK2 Civic are, quite frankly, some of the finest ever crafted by man. Much like the wingbacks in the RS4, these perches do everything – they've got massive chunky bolsters that somehow pull off the trick of fitting every driver perfectly regardless of whether they're stick-thin or a curvy burgerhound; they're also gorgeously soft and comfy, beautifully supportive, the material they're trimmed in feels dreamy, and they're just proper lush. We'd have a set of these in our living room if it wouldn't herald divorce proceedings



TVR Tuscan dash

TVR are really good at interiors, that's just a fact. Every model from the 1990s onward had its innards stuffed to the gills with wacky curves and unexpected shapes, all slathered in leather and designed specifically to wow. (As long as you didn't look at them too closely, that is. The design was incredible, the actual construct wasn't so hot – inspecting the edges revealed leather that had shrunk and trim that didn't quite fit, and there was always a faint smell of adhesive.) All the TVRs of this era had incredible interiors – the Griffith, Chimaera, Cerbera, Tamora, T350, Typhon, Sagaris... so why have we singled out the Tuscan? Well, because the dash in this model sums up the entire TVR ethos: wonderful to behold, but actually a bit flaky and prone to failure. You see, the last time we drove a Tuscan we were given very specific instructions as to what to keep an eye on: no more than 2,500rpm is allowed until the oil temperature climbs above 60 degrees; if the water temperature hits 100 degrees, turn the damn thing off and chill out, and so on. But the multi-function digital display can only show one thing at a time, so you spend the entire time clicking the button to flick through various displays rather than paying attention to the fact that you've got 400bhp going to the rear wheels along with no traction control, ABS or airbags. ...but it looks really cool, doesn't it?



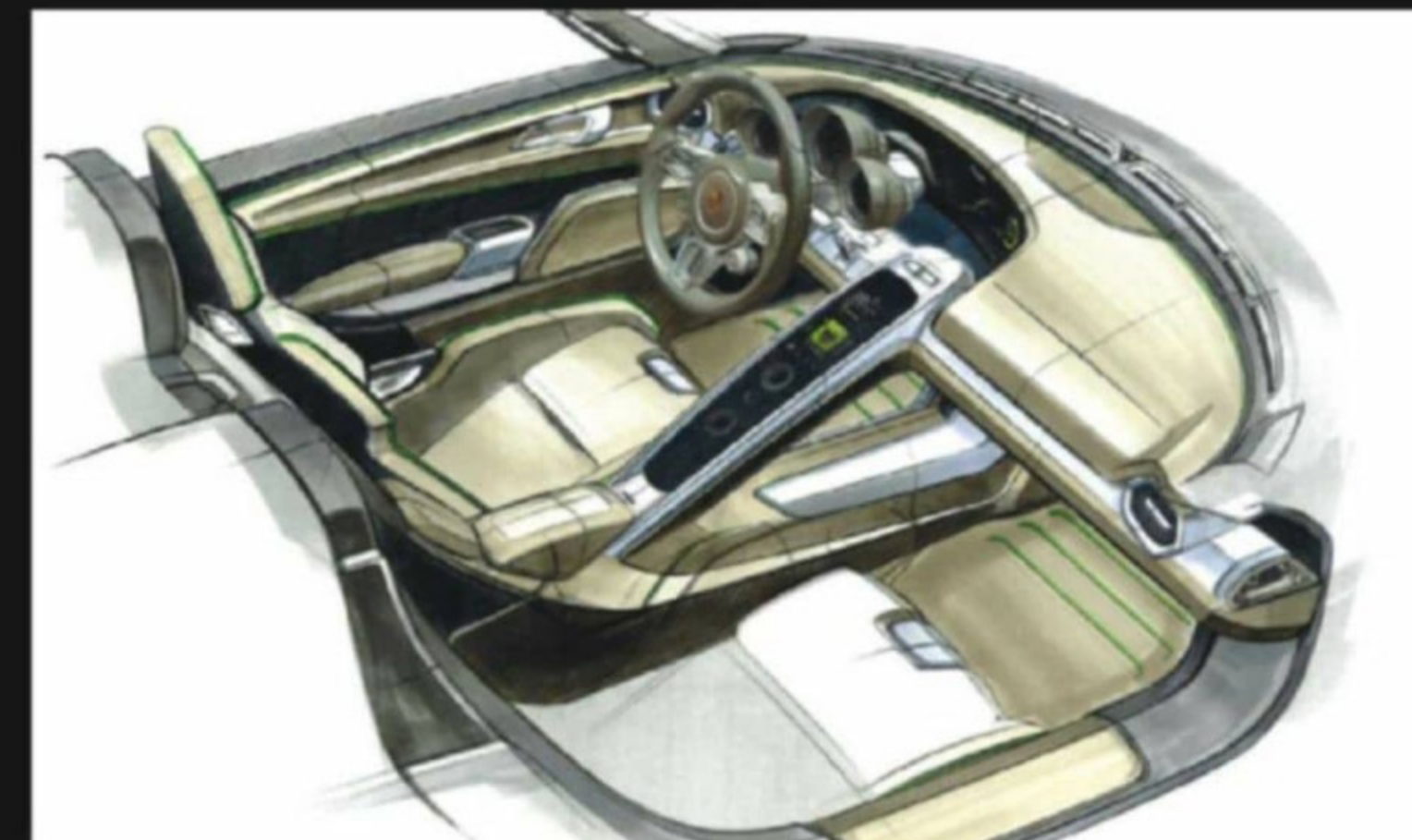
Vauxhall Astra GTE digi-dash

The 1980s were a real golden age of futuristic-looking digital displays. Naturally what was futuristic a few decades ago looks distinctly retro today, but that just gives the digital dashes of the era an entirely new kind of charm. It was probably Knight Rider's fault – all of those eye-popping LEDs and big-digit numbers. Back to the Future had a hand in all this too. So when Vauxhall put a digi-dash in the Mk2 Astra GTE, it was a real selling point: it had a variety of colours (although mostly yellow, everything was yellow in the eighties), a huge set of digits in the middle as a speedo, a climbing rev counter on the right, and your temps, amps and fuel in racy rows on the left. A fabulous piece of design, and a proper icon of the age as every modder rushed to squeeze one of these into their own car. There was a time when every Nova on the scene had an Astra digi-dash; shave off the corners and it'll go into a Corsa binnacle, people were putting them in Golfs, Escorts, all sorts. OK, if you wired it in wrong then the speedo would permanently read 288, but in its own way that was also pretty cool.



Abarth 695 Competizione Sabelt seats (695 Biposto pictured)

The Fiat 500 has been around for a fair few years now, and there have been so many different spec levels and special editions that it all gets a bit bloody confusing. But one that's really worth knowing about is the 695 Competizione – unveiled in 2011, this one had Konis, a noisy exhaust with butterflies, a rollcage, an electromechanical gearbox with flappy paddles, and some of the greatest seats ever bolted into a Fiat. Designed and crafted by Sabelt, these god-like bum-snugglers had absolutely massive bolsters for both thighs and flanks, sumptuous leather counterpointed by blood-red Alcantara, carbon fibre shells, and sodding great Abarth scorpions on the windy adjuster knobs. A pretty decent car, but worth buying for the seats alone. And we have to give a special mention to the bonkers Abarth 695 Biposto too, which had a very similar pair of chairs. ('Biposto' means 'two-seater', and if your car's named after its seats then they're probably pretty good!)



Porsche 918 Spyder seats

When it comes to picking the all-time best car seats, there are an awful lot of contenders from Porsche. Those guys really know a thing or two about crafting items of perfect function and support that also look all kinds of awesome – the tri-colour buckets in the 964 Turbo, the maroon recliners in the G-series 911, the burgundy leather in the 928, anything that came trimmed in Pepita or Pasha fabric... but we had to hand the overall title to the lightweight buckets in the 918 Spyder because, well, just look at them. Gorgeously functional design, skeletal minimalist construction with just enough padding to feel premium, huge embossed Porsche crest on the headrest, mighty harness holes, it's a dream spec. The lurid neon green piping might not be to everyone's taste, but they suit the car as it likes to shout about its hybrid credentials by having assorted green shite sprinkled about the place. You're most likely to find these seats in black, but we much prefer the creamy brown they were offered in. These give you carte blanche to eat Dairy Milk bars in the car and wipe your fingers on the seats without having to worry about the consequences.



Keep it clean with Gtechniq



I2 Tri-Clean, £12.98 (500ml)

Gtechniq, the name behind high-tech paint protection and car care products, has teamed up with BioCote® leaders in antimicrobial technology, to create I2 Tri-Clean, an interior cleaner that kills bacteria, and neutralises odours. I2 is a powerful pH neutral cleaner with deep cleansing properties. There is no need to use water, simply spray on a surface and wipe until the area is clean. With added BioCote® antibacterial technology, the cleaner kills 99.9-percent of bacteria, ensuring surfaces remain hygienic and fresh, actively reducing the number of microbes present. Ingredients in I2 Tri-Clean include a true odour absorber, not an odour mask, which eliminates tacky residues that attract dirt.



C6 Matte Dash AB, £7.25 (100ml)

C6 Matte Dash is specifically designed to protect dashboard and door card materials including vinyl, plastics and rubberised finishes. The coating adds abrasion resistance and UV protection to treated surfaces. And with added BioCote® antimicrobial technology, the treated surfaces will be hygienic and fresh. C6 will not affect the gloss of your car's trim and leaves a natural feel.



L1 Leather Guard, £7.25 (100ml)

L1 Leather Guard AB forms an abrasion resistant matte finish which offers the best protection against UV rays, dye transfer and discolouration. This product also contains BioCote® antimicrobial technology. L1 is ideal protection for seats – particularly bolsters, steering wheels, and high-wear leather areas. It will give three to 12 months durability depending on how high-wear the area protected is.



Honda E dash

Electric cars have to have funky dashboards, that's Tesla's fault. While there's a strong argument for making EVs as similar as possible to traditional cars with engines in order to make people actually buy them, Tesla have shaken the interiors game up a bit by fitting a screen that's slightly too big: a massive iPad-style interface that could happily double up as a dinner tray if you unbolted it. So people expect electric cars to have interesting screens, and Honda have played a bit of a blinder with their new city car, which is called simply 'E'. A long screen (but not an especially tall one) spans the entire width of the dash, so passengers get to play too, and buttons are kept to a bare minimum to reduce clutter. The really interesting bit is that they've counterpointed this hypermodern digital arrangement with a great big slab of wood, like your grandad's old 1970s Rover. Why? Well, why not?



Tesla Model 3 dash

The dash on the new Model 3 is actually really cool. In the Model S (the great big luxury saloon one) and the Model X (the great big SUV one) Tesla insisted on fitting a colossal touchscreen in a portrait orientation in the centre console, which sounds like a great idea on paper and looks cool in design meetings, but is actually a pain in the arse to use because you're not looking where you're going if your fingers are jabbing at the lower bits of the screen down by your feet. But the Model 3 flips the screen round to a horizontal position, which makes much more sense, mounting it a bit higher up so you can see it properly. Which is just as well, because get this: there is NOTHING ELSE to look at. Everything is controlled by that touchscreen – not just the audio and the nav, but everything from lights to wipers and even the gearbox. There are no dials above the steering wheel, everything appears on that screen. It's an amazing piece of design, very user-friendly, although it does suffer from a fatal flaw: if one of your passengers accidentally spills a can of Fanta into it and it stops working, you are totally f*cked. The car is entirely reliant on that screen, and if it doesn't work, nothing else will either. Still, it looks good, doesn't it?



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FRESH KIT

VEHICLE-SPECIFIC WIRELESS CHARGING PADS, FROM £50



We've all noticed this sort of tech in the latest modern motors. And we've all seen the flashy bastards on the automotive spectrum slink into their driver's seat, smugly lob their phone on charge simply by popping it in the centre console pocket, and then drive around bobbing their heads like the bloke taking his kid to school in the VW Tiguan ad.

But you know what? Anyone who can do that has every right to give it the Charlie Big Potatoes in our book. With all the top-end mobiles embracing the wireless charging revolution nowadays, we'd be wrong not to get all excited about it too. It's clearly the future. Besides, fishing around for that charging cable is, like, soooo 2018, right?

So, that's where these swanky plug 'n' play items are a master stroke of German engineering. They simply allow you to retro fit a perfectly matched charging pad into cars that haven't got one as standard.

There's loads of fitments available already, apparently with many more on the way. But,

if yours isn't listed, they make a universal item that does the job nicely too – albeit not quite as specifically matched to your standard interior.

There's not a lot more to it than that; one of these will charge compatible devices – like good looking people say way too much on Love Island,

"it is what it is". We will say one thing though – these offer some bona fide twenty-first century poodle plumage!

www.beyondproducts.uk



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And loads more too...

NEW PRODUCTS

The shiniest and freshest mods on the market

AUTOSTAR BLADE, £99 (EACH)

Just how teeth-achingly sweet are these brand-new fifteens from AutoStar? There's clearly no school like the old school... and that's most likely the kind of cars you'll find 'em on this season.

These super-fresh rims are only available in a 4x100PCD at the moment, which will only make a difference to your life if you've got a Polo, MX-5, Civic or the like, but there's still no doubt that these swept-back six-spokers are one of the most stunning entry-level hoops we've seen in a good while. And all for under a ton per corner too. B-E-A-utiful. www.nuts4wheels.com

Size: 8x15
PCD: 4x100
Offset: ET20



DRIVEN DT50 RACING OIL, £70 (5-LITRE)

This stuff from the guys at Driven certainly isn't your normal lube, it's scientifically engineered to include a race-proven additive that will actively increase power potential. This fully synthetic mPAO high-performance oil is also designed to dissipate heat better than any other oil, and to withstand elevated temperatures for long periods without losing pressure or vital film strength. Initially only available for the professional motorsport community, it's now being rolled-out so we can all have a bash, which is very kind of them we think you'll agree. The fabled amber nectar and no mistake. www.drivenracingoil.co.uk



EBC BLUESTUFF PADS, FROM £35

You've probably already heard of the hardcore Bluestuff track day compound from UK giants EBC Brakes. What is new for 2019, though, is that they are now road legal here (and Europe) as they've been R90 homologated. Offering a simply mental bite, huge fade resistance and a long wear life, but with the sort of pedal feel and modulation that makes their fast road Yellowstuff pads so popular, these track focused pads are an excellent choice for us weekend warriors who aren't rocking a trailer queen and a pit crew. www.ebcbrakes.com



FORGE BMW FMIC, £650

Although the turbocharged 135i and the 1M are awesome little cars in their own right, it has been said that these (along with the 335i) were de-tuned from the factory, just so they don't embarrass their N/A V8, M-badged brothers. We can't say for sure, of course, but if it is true, in our eyes they're just not playing by the kind of rules ze Germans are famous for. But, then again, we're all modifiers here, so you'll be glad to know that the spanking N54 and N55 engines can benefit massively from one of these uber-quality front mounts. Combined with a remap to up the boost, you'll see plenty of extra horses, while keeping everything as reliable as a fast Zim-Zimmer should be. To be honest, we just can't fault that kind of logic! www.forgemotorsport.co.uk



SEALEY BLACK SERIES TOOLS, FROM £POA

Everyone loves a top tool, that goes without saying, but it has to be said that these have to be some of the sexiest looking we've ever seen! In fact, the guys at Sealey are so proud of their new Premier Black Series range, that they're giving away over 350 quid's worth on their website right now (*jump on there before the 30th September to enter the comp*).

The line-up includes all sorts, not least a comprehensive socket set, torque wrench, locking grips, a breaker bar and much more. And why are they called Premier Black? Because they're rather high-end and finished in only the toughest black coating (well, duh! — Jules).

These look so swanky, in fact, that we don't know whether to use them in the workshop or bloody frame 'em in the living room! Black is most certainly the new, er... black. www.sealey.co.uk

TOP TOOLAGE

Awesome Audio



KICKER CS-SERIES SPEAKERS, FROM £TBC ▶

These wee monsters from the sonic scientists over at Kicker are so hot off the press, they haven't even confirmed the UK prices yet! In fact, you can't even get your hands on them right now, because they're not actually landing here in Blighty until next month.

Still, what's most unusual is that these are genuine entry-level offerings... presumably to make sure that even us mere mortals will be able to afford a whole load of Kicker awesomeness in our cars. It makes sense, though, after all, Kicker are perhaps most associated with high-end works of auditory weaponry. So, there's plenty of room on the market for more budget-conscious items.

Speaking of cars too, the new CS-Series is pretty massive: it has no less than 12 different configurations of coaxial and component systems. All this basically means is they'll have an option for almost every motor ever made. Oh, and they're all packing thoroughly non-budget stuff like optimised magnets, EVC (extended voice coils) for deeper bass, and the most hardcore component parts to ensure they last a lifetime of spanking.

So, how long do we have to wait again? Three or four weeks? Hurry up! www.kicker.com



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We all know that Auto Finesse have become a force to be reckoned with over the past decade. The UK detailing experts have been mighty busy developing a huge product line that you'll now find all over the place. I mean, you can get their gear in Halfords and everything! And that should tell you all you need to know about quality; the biggest suppliers simply don't risk it when it comes to that sort of stuff.

That said, this funky-looking item is their very first foray into the business of power polishers but, at that price, can it really be up to their usual standard? Let's find out...



IN THE BOX...

I suppose, in a word the answer is yes, and I'll tell you why... there's a lot to talk about here, so strap in!

What we've got is a full-size, dual action machine polisher (not to be confused with a cheap rotary polisher) with a 15mm throw. Just these three things alone are unusual for the money. But there's more: it also comes with a powerful 720 watt motor; selectable speeds (from 1800-5000rpm) and includes a 5-inch backing plate, which will fit the most common pads on the market. Basically, all the big, juicy stuff for getting up and running and removing swirl marks is spot-on, right out of the box.

What's nice to see is that they haven't skimped on the small stuff either; those tiny considerations add up to make a real difference. The design is ergonomic, making it comfortable to wield (and a pleasure to use, I might add), and it includes a proper 5-metre cable instead of a silly short one – possibly my biggest gripe with many products of this type.

It's pretty bloody slick is what I'm trying to say, right down to the little hex key (in case you choose to change the backing pad) mounted right there on the side – a nice touch if, like me, you tend to be an expert in losing stuff.



THE VERDICT

If I didn't already know the price, I'd be expecting this monster to be price-matched with the sort of professional kit at the 300-350-quid mark. After all, there's no denying the design and layout is similar to some of the units offered by the big players in the tool world. Which is by no means a bad thing. In fact, if you'd told me this was only £150 and I hadn't seen it first, I certainly wouldn't be expecting such a comprehensive bit of kit.

It may be affordable but don't confuse affordable with cheap. What you're looking at here is neither cheap or cheaply made. I can only describe it as one of those very rare genuine bargains.

What I found was that, at 2.3kg, it's weighty enough to be substantial, solid and perfectly balanced in use, but not so heavy that it makes it a chore to lump around for a long time. The control of the vibration through the body and the grips helps with that too.

Most of all, though, it's obvious that Auto Finesse have thought about their key market. While this is easily a great DA for the professionals, they've made it ideal for beginners too. The 15mm throw (basically speaking, the wobbly dual action orbit) does a great job of polishing but without putting the sort of heat into the paint associated with a longer throw, or a rotary polisher. That means no burning and no holograms, even if you're not overly experienced. The soft start and stop makes it great for every ability level too.

Comfortable, durable, well spec'd – there's a lot to love about this one, but perhaps Auto Finesse say it best themselves. They reckon this puppy will "take your detailing to the next level", and you know what? I think they're right.

LIFESTYLE

LIFESTYLE

The car culture experience doesn't just belong in the garage

PUMA X PIRELLI REPLICAT-X, £100

For the first time, PUMA and Pirelli have joined forces to bring some extra grippiness to the world of footwear. Combining Pirelli's rather cool Cinturato Blue tyre (used at the top level of racing) with Puma, the new Replicat-X is apparently designed to "perform like a modern supercar, bringing the track to the street".

The Replicat-X sports an oversized full rubber outsole, with a comfortable moulded sock-liner. The shoe's uppers feature a perforated Microfibre-suede on the vamp, with lateral mesh panels for breathability, whilst Pirelli's unique Cinturato Blue tread pattern on the sole ensures maximum traction in the wet. Perfect for racing your way around the wet and sticky floors of your local on a Saturday night. Move over, coming through...

www.puma.com



HEEL TREAD SOCKS, £9

Socks are boring right? Wrong! Especially when it comes to these offerings from the guys at Heel Tread. Their collection of socks is a tribute to some of the world's most renowned automotive icons, with inspiration taken from race liveries, headlights, air vents, heritage colours, patterns, chequered flags and more.

They've got everything a petrolhead could ever want – from the legendary Ferrari F40 to Tommi Mäkinen Evolution and Impreza 555-inspired designs. These are produced using seamless toe knitting to create a sock without any stitches. After you've worn these, you'll never want to be seen around town in dull socks again.

www.heeltread.com



HRD19 Bolt SS Tee, £40.99

HRD stands for Hoonigan Racing Division and we absolutely love this bolt design tee from Ken Block's 2019 collection.

They are exclusively available from the official UK distributor of Hoonigan merchandise at 00_IND, and while they're not exactly cheap, fellow car connoisseurs will respect your unquestionable taste. We might not all be able to drive like Kenny from the block (speak for yourself – Jules), but we can now look like him. There's plenty of other designs and merch available too. Head on over and take a look...

www.00ind.co.uk



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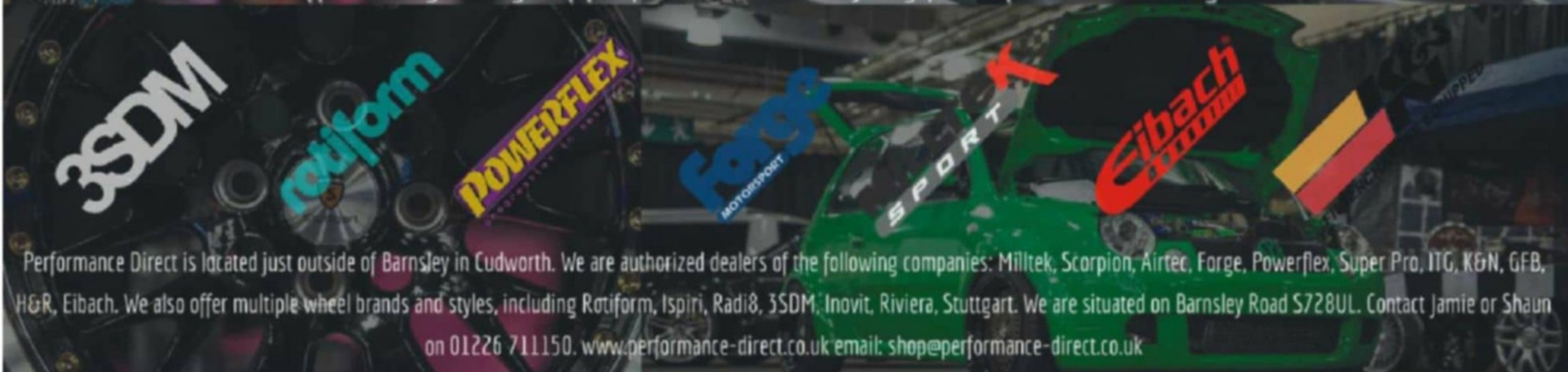


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Tales of the **unexpected**

Just when we think we've seen it all before,
one of the coolest and fastest diesels we've
ever seen appears...

Words: **Stav** Photography: **Ade Brannan**





“This one has a beast of a turbo: a BorgWarner S366 with a twin scroll T4 turbine housing”

Tuned cars are never exactly what people expect them to be at first glance, especially to people who aren't into modified cars. But this car, Scott Smith's awesome E36 BMW coupé, takes the usual clichéd expression of 'with a twist' and seriously maxes it out, as almost nothing is like you'd expect.

It's a very fast E36, but is it an M3? Nope, it's a diesel. So a 330d engine? Nope, it's not even a BMW engine; it's a Mercedes. So it's got the famous OM606 6cyl engine? No, the 5cyl OM605. It can't be that powerful though, can it, it's a diesel!!? It's 450bhp! But diesel's don't rev. Well this one pulls hard all the way to 6500rpm thanks to a big BorgWarner S366SX turbo. So it's laggy then with that massive turbo? No, it spools up super fast. Okay, we think you get the idea now. This thing blows all the typical misconceptions out the water in style, and we're here to show you how it's done.

DIRTY (DIESEL) SECRET

The project started almost accidentally, as it wasn't Scott Smith, the current owner and builder of this beast, that kick-started this awesome car into reality. A friend of his fitted the Mercedes OM605 2.5ltr 20V turbo diesel engine and Mercedes six speed manual box to what was otherwise a pretty much standard base model 316i BMW, mostly to see how hard it would be to get the combination running and driving. The answer to that question was 'quite hard', and it was far from the easiest engine to swap in, but once it was done, Scott could see the huge potential in the car, so bought it, and quite rapidly turned it into the absolute beast you can see before you on these pages.

While the big brother to this engine, the 3ltr 6cyl OM606, has almost legendary status in diesel tuning, the OM605 is less famous, so why use the 605? In fact, why not use a BMW diesel engine? Well, the 606 is great, but it's also huge, and while the BMW 3ltr turbo diesel engines are fantastic too, the electronics mean they're far more complex to install, and to be honest, they just don't rev and make the power like these engines do

WORK Meister wheels



It's as clean as it is fast

when tuned properly. And besides, highly tuned OM605s sound awesome; the big turbo 5cyl breathing through a 4-inch exhaust sounds like a mix between an '80s Audi Quattro rally car and a huge American big rig!

It's not just the engine choice which is unexpected, but how the engine behaves too. Diesels, they make lots of torque but don't rev, right? Well, normally yes, but in this case, hell no! This thing revs like a typical 2.5ltr petrol lump, pulling all the way to the 6500rpm rev limit – almost 2000rpm further than most diesels usually pull hard to. But why is that? Special fuel? Some high tech trickery? Black magic? Nope. In fact, as diesels go, this engine is pretty low tech; it's all about good old tuning...

You see, most diesels don't rev simply because they've been designed that way. They're intended to make good grunt from almost idle, and have great fuel economy, so generally have a tiny little turbo that strangles power as the revs rise, as well as a fuel system and engine design only really intended for low rpm use. Even tuned diesels with uprated turbos still run relatively tiny turbos for the capacity compared to petrol engines, but this one? Well, this one has a beast of a turbo: a BorgWarner S366 with a twin scroll T4 turbine housing. And the exhaust is just as manly too, with a 4inch diameter from the turbo right

THIS ONE'S MINE-

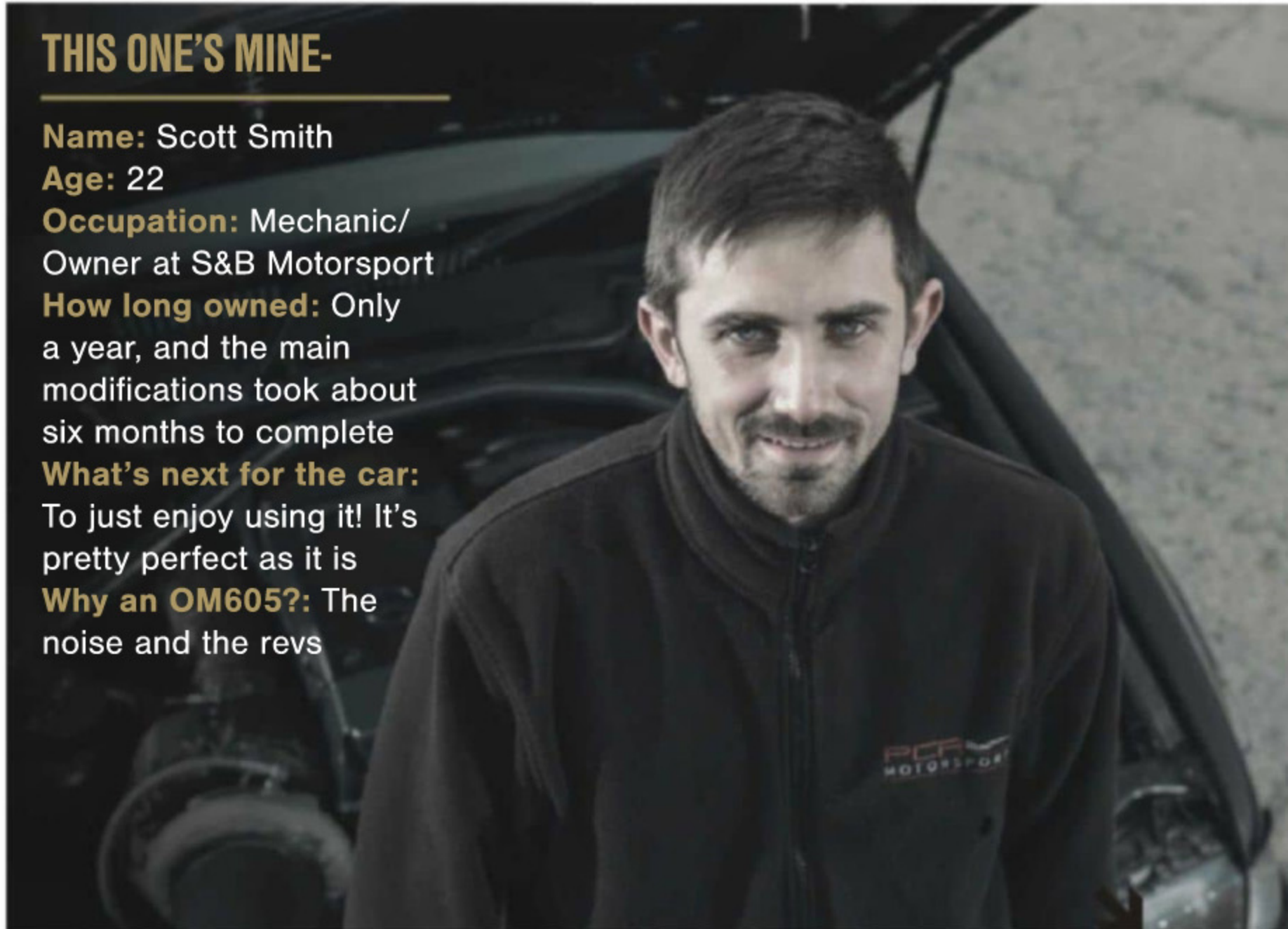
Name: Scott Smith

Age: 22

Occupation: Mechanic/
Owner at S&B Motorsport

How long owned: Only
a year, and the main
modifications took about
six months to complete

What's next for the car:
To just enjoy using it! It's
pretty perfect as it is
Why an OM605?: The
noise and the revs



to the tailpipe. This, combined with the fact the OM605 has an amazingly well-flowing head and cam set-up for a diesel, means from an airflow point of view, this 5cyl diesel can seriously rev if needed. But what about fuel? A big part of the reason diesels don't tend to rev high or make big power is the fuel systems are generally not capable of that. But this OM605 has taken a step back in technology to take a huge leap forward in performance, as Scott has binned off the factory electronic diesel injection set-up for a fully adjustable mechanical injection system, and a seriously beefy one too. While a race spec mechanical set-up isn't exactly the last word in refinement and economy, it can supply the massive amounts of fuel needed to be revving like a petrol engine would and making 450bhp at a hefty 2.3bar boost, which soon could be turned up to 3bar!

A BorgWarner S366 T4 turbo is a big turbo even in petrol engine terms, and it's pretty gigantic in the diesel world, so this thing must be a laggy dog at low rpm, right? Well, no. While it sure isn't spooling from idle like most factory diesels do these days, considering this thing pulls way harder for way longer than any normal diesel, it spools up very well, and that's thanks to a relatively simple but ingenious addition: the quick spool valve. What this does, under 1bar boost, is block off one of the

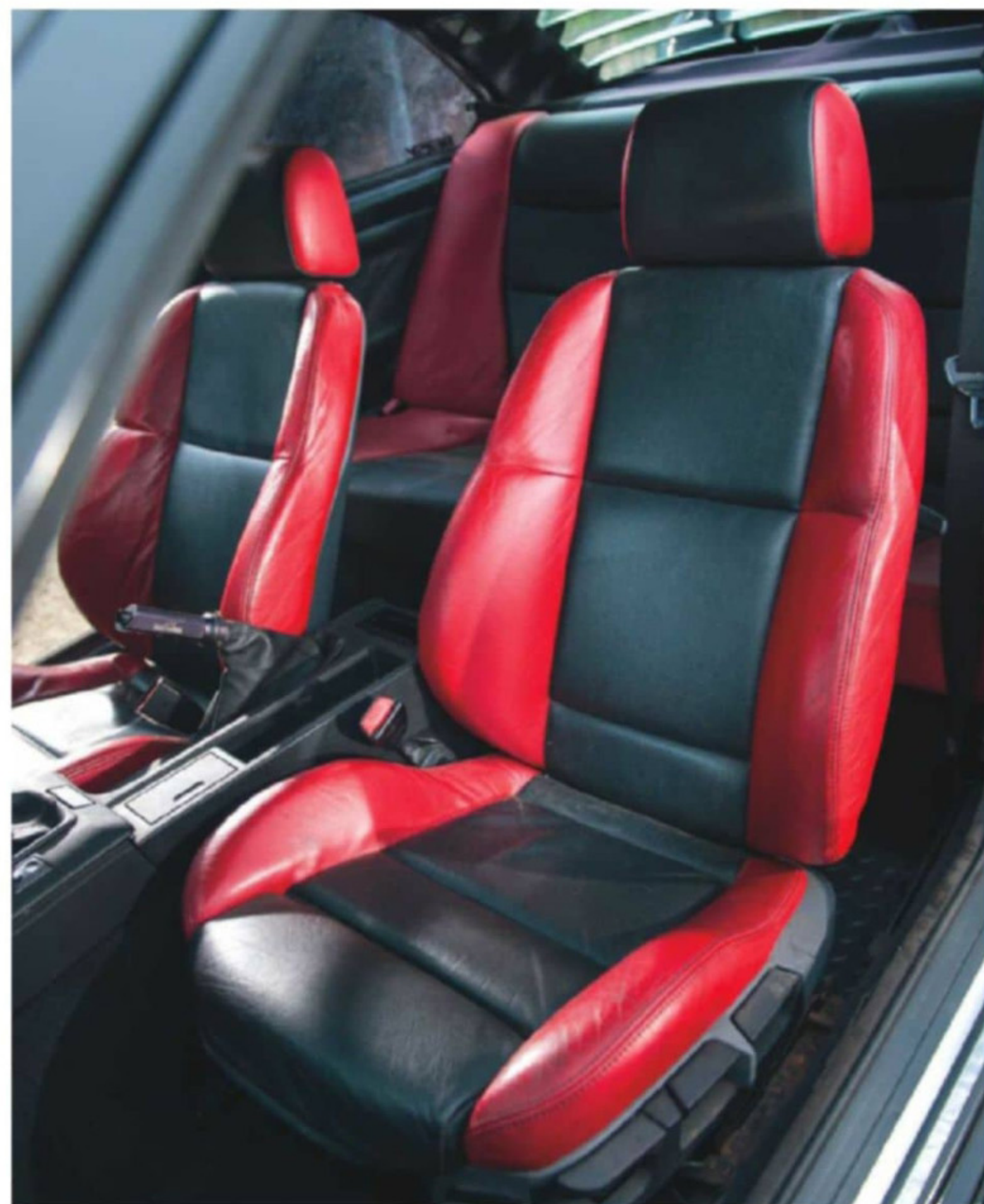
two exhaust ports on the inlet of the turbos twin scroll turbine housing; effectively halving its size, and making it behave like a much smaller, faster spooling turbo. But, unlike a much smaller turbo which would normally choke performance as the revs rise, the quick spool valve opens once boost pressure goes over 1bar, giving full flow to both sides of the turbine housing, and allowing the engine to be the 450bhp 6500rpm diesel ripper it is.

While the engine set-up is no doubt the main feature of this car, it's hard to miss the fact that the car looks almost show quality, and that's because Scott literally stripped the car right down when he bought it to make it a really immaculate example; something of a rarity in E36s these days! Genuine M3 bumpers and a M3 GT rear spoiler were fitted, and the whole car was repainted. It was just as comprehensive underneath too, with the whole underside made good as new, with everything powder coated or painted, along with fresh bushes and a complete disc brake E36 328i rear end – a big change from the base model drum brakes the car had when he first bought it!

NO SMOKE - NO POKE

The suspension and brake set-up is well thought out, with M3 hubs, longer E46 front lower arms for wider track and more camber, adjustable HSD coilovers front and rear, and a clever suspension geometry set-up. Rather than the typical negative camber all round, this beast runs very slight positive camber on the rear when static. This means that when the car squats down under hard acceleration, rather than giving huge rear camber and pure wheelspin, the rear tyres sit flat to the road, giving amazing grip from the Toyo R888R tyres.

The brakes are far from typical for a diesel too, with big AP Racing 6pot brakes on the front, meaning it's more than able to haul itself down from the insane 'best part of 200mph' speeds this car has seen on the clock! For what it's worth, we've done the maths, and with the 205/40x17 tyres, the 2.93:1 ratio rear diff, the 0.828:1 ratio 6th gear in the gearbox, and the 6500rpm rev limit, this car's top speed should actually be a genuine



Only the shifter and gauges give clue to this car's performance

Mercedes OM605 engine mated to a BorgWarner S366SX turbo



HOT RIDE

➔ 187mph, which would show as well over 200mph on most cars' speedos! Not shy for an E36 with an old mechanical diesel engine, eh...

Another thing you don't expect from a big power diesel E36, with a welded diff and a ridiculously high top speed, are WORK Meister S1 wheels. Normally seen on Japanese-tuned cars, S1s are a classic wheel that look awesome on anything they're fitted to. And these ones, 8.5-inches wide on the front and 9-inches wide on the rear with a low ET15 offset, are no exception.

So this car is full of surprises, but what the hell is it used for? It looks like a show car, but has a spec like a race car? Well considering how different the whole car is, you'd probably not be surprised even if we told you it was used for off-roading or as an ambulance, but in reality it exists for the reason all modified cars should: fun! "I use it every weekend, driving for fun, taking it to shows and to annoy people in fast, fancy cars, of course!" Scott explains.

The car does a good job of chucking the misconception that highly tuned cars are unreliable, clean out the window. As you can see, it's all pretty insane and used hard, and Scott's had no real teething problems; the car has been good as gold. Of course, it helps that he's a bit of a car wizard himself and runs S&B Motorsport, but for a car this far from standard and this highly tuned, to not spend the first year of its life with issues that need ironing out, is very good going.

Now who's going build a car to top this on the unexpected-o-meter? It will take some serious doing and some serious imagination and skills, but one thing's for sure, Fast Car want to see it once it's complete... ■

TECH SPEC: BMW E36

ENGINE

Mercedes OM605 2.5 5cylinder twin cam 20valve engine conversion, Diesel Pump UK 8mm fully adjustable mechanical fuel pump, custom top mount turbo manifold, BorgWarner S366SX turbo with twin scroll T4 0.91 A/R turbine housing, custom turbo back 4inch exhaust with down turned tailpipe, Turbosmart boost controller, 44mm Turbosmart external waste gate with screamer pipe venting out front wing, quick spool valve with 1bar actuator, E36 M3 radiator, 2.5inch thick custom front mount intercooler, custom 2.5inch diameter stainless steel boost pipes powder coated black, custom thermostat housing and coolant pipes, Ramair cone filter. 360hp at 1.8bar boost, 450bhp at 2.3bar boost, capable of 3bar boost, 6500rpm rev limit.

TRANSMISSION

Mercedes Sprinter solid flywheel, heavy duty clutch, Mercedes six speed manual gearbox, B2D short shift, medium case 2.93:1 ratio welded diff.

CHASSIS/SUSPENSION

E36 316i coupé non-sunroof shell, HSD coilovers front and rear, E46 lower arms, M3 hubs, front and rear strut braces, poly bushed front lollipop arms, fully poly bushed rear end, front subframe and cross braces.

BRAKES

AP racing 6 pot front brakes with 356mm discs and Ferodo DS2500 pads, BMW 328i Sport rear discs and callipers with EBC Yellowstuff pads.

INTERIOR

Full black and red leather interior, black roof lining, AC Schnitzer handbrake lever; volt, boost, and water temp gauges, fuel cut-off switch, E46 M-Sport steering wheel.

EXTERIOR


Front and rear genuine BMW M3 bumpers, tinted windows, rear window louvre, E36 M3 GT rear spoiler, bonnet raisers, Depo smoked rear lights, Depo smoked front corners, smoked side repeaters, black kidney grilles, headlamp air duct.



WHEELS AND TYRES

WORK Meister S1 wheels (front) 8.5x17 ET15 R-disc, (rear) 9x17 ET15 O disc, 205/40x17 Toyo R888R semi-slick tyres front and rear.

CHEERS TO


S&B Motorsport, PillarFab for the welding. KDKustoms for the paint!



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Words: Midge Photos: Jules

DIY DAY JOBS & WEEKEND WONDERS

STEERING WHEEL

A journey of a thousand miles begins with a single step... yup, fitting an aftermarket steering wheel!



Nothing completes your interior, or gives a proper race car feel, quite like an aftermarket steering wheel. Now obviously, we don't have to tell you that there's several billion different designs out there; this isn't an exercise in brand whoring, or what's the

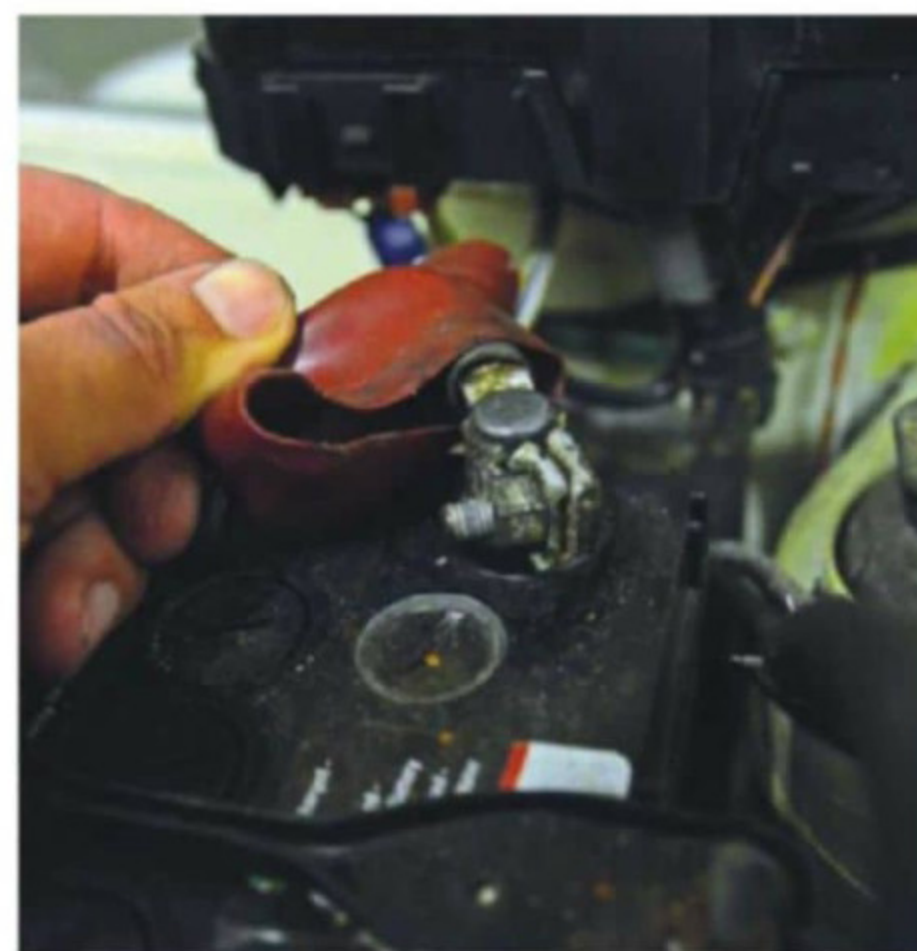
best wheel on the market. That you'll have to decide for yourself. What we're concerned with here is exactly how you get your spanky new wheel fitted to your car in a matter of minutes.

Here's how it's done...

DO IT!

1 POWER DOWN

Get that battery disconnected and go and do something else for an hour, ideally overnight. It's important that you don't skip this stage with any car that has an airbag as you'll need to make sure any residual charge in the system has dissipated away. This is because airbags, as anyone who's had the misfortune of nutting one will tell you, aren't big solid pillows of fluffiness. They may save your life but that doesn't mean they won't break your nose. They're basically a big, noisy bag of explosives and they need to be respected. You'll certainly know all about it if you set one off! I'll say it again, disconnect the battery and leave the car for as long as possible before you start.



THE GEAR

Fitting Time: 20 minutes and it should be job done!

Cost: Bosses from around £20
Steering wheel from £50

The steering wheel you've chosen isn't all that important aside from the fact that it will need a PCD (yep, steering wheels have these too) that matches the boss kit for your car. Regardless of brand, most steering wheels are manufactured to accept either a 6x74mm boss (commonly used Nardi or Personal) or a 6x70mm boss (MOMO or Sparco). That said, bear in mind that there are some out there (like the awesome wheels from Mountney, for example) that will only fit with their own-brand boss.

For the most part, though, commonly available aftermarket bosses will be designed to accept both 70 and 74mm PCD wheels. But, if you have a boss with only 6-threaded holes, you'll need to double check that your new wheel lines up, or get yourself an adaptor.

With all that said, the most important thing to remember is that all bosses are vehicle specific, and some are even model specific to cater for standard ABS or HICAS slip rings. In other words, you'll need to order the right one for your car, stating the make, model and year too.

Ideally, you'll get your boss from the same place as your wheel, but that's not to say you have to. In our case, we ordered the wheel from Kode Shop and the boss kit on a well-known auction site.

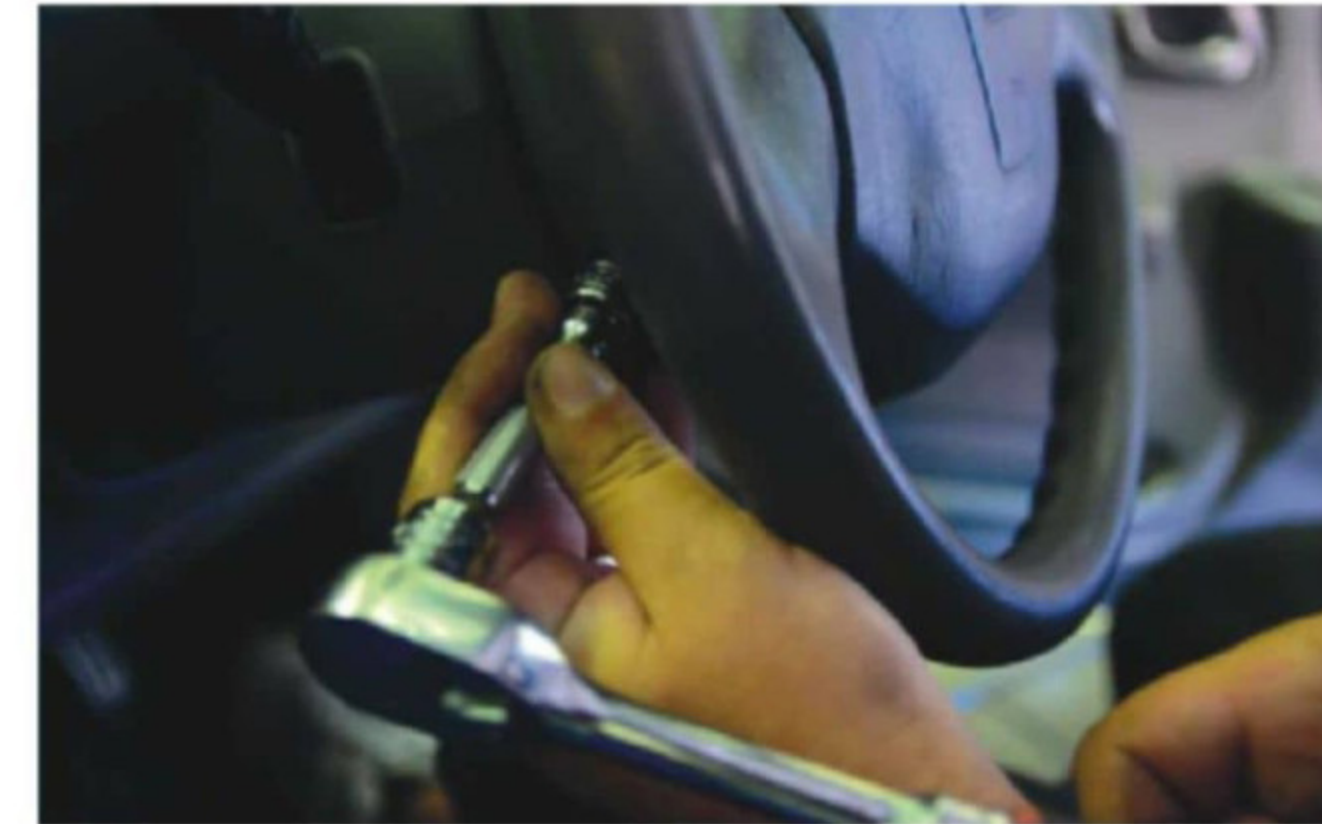
The last thing to consider here is that the vast majority of cars have airbags nowadays and that's what we'll be dealing with in this guide. For many old-skool offerings, the cars without airbags, you'll get to skip the first bit and from then on the process is pretty much the same.

In some rare cases (the Mk1 MX-5 springs to mind), you may find you already have a boss that will accept aftermarket wheels fitted from the factory. You might be lucky, so check first.

Specialist Tools:

Nothing out of the ordinary this month: a socket set and a screwdriver or two should see you through. It's very unlikely but you may need a special airbag removal kit, just to make life easier, but that's pretty rare. As always, all these tools can be found with those fine people at your friendly neighbourhood Euro Car Parts.

www.eurocarparts.com



2 AIRBAG REMOVAL

The first job is to remove the airbag from the wheel. Now, even though you've got no charge in the electrical system, we'd still air on the side of caution when doing this job. Never yank about on the bag, or blindly stab away with a screwdriver, and most of all - never do it while having your mush right in front of it! It's rare that

they go off at this stage, but it can happen.

Anyway, airbags are usually held to the wheel with a pair of torx, hex or standard screws at the back. Some, particularly older VWs, have a screwdriver hole where you need to pop off a clip, so it always makes sense to look this up before you start.

You may need your keys in the ignition to disable the steering lock, so you can turn the wheel and gain access to the screws.

Once the airbag is out of the wheel, undo the electrical plug and then take it away to be stored somewhere safe, or disposed of at a proper council recycling centre.



3 STEERING WHEEL REMOVAL

Now you can remove the wheel, but first make sure your road wheels are straight and take the key out. This should stop you putting your new wheel on all wonky (don't worry, we've all done it). Your standard wheel will be held on with a big nut in the middle, and unsurprisingly it will be bloody

tight. You may need a big bar (I prefer a lazy impact wrench) to get this nut off. Don't forget to hold the wheel to keep it straight while you're cranking away. Now you've taken the nut off, take a breath, and put it back on a few turns - this is my all-time top tip. The wheel will be on tight, you'll need to do some

serious yanking on the bugger to pull it off. Having the centre nut on there is rather useful to stop the wheel coming loose, flying off, and smacking you in the face (yep, we've done that too). Once the wheel is loose, remove the nut fully, and then the wheel. This part of the job is done.



4 BOSS FITTING

This one is pretty self-explanatory, although there are a couple of pitfalls to look out for. You'll see that the shaft it goes onto has a load of gear teeth, being vehicle-specific, your boss should simply slide onto these, allowing you to reinstall the centre nut. Some bosses are 'keyed' so they can only go on one way. Others can go on multiple ways, so make sure you look out to see if the boss has a marking to tell you where the top is.

The other thing to remember is that some aftermarket wheels have different PCDs to others. If you bought your wheel and boss from the same brand, it'll likely line up first time; if not, and you have a boss like ours with more than six holes designed to accept different PCD wheels, you may have to orientate the boss slightly out of centre so the wheel lines up.

If you're unsure, you can always fit the wheel to the

boss with a couple of screws first, just to check that it's all straight.

When you're happy, and being careful to slide the horn and airbag wires through the boss, you can put it on and bolt it down tight.

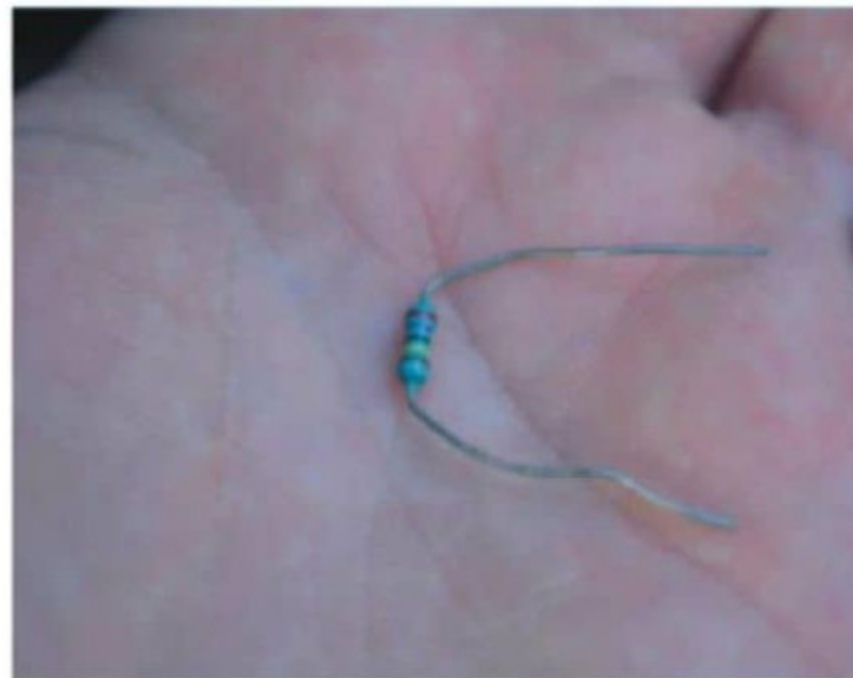


5 AIRBAG OVERRIDE

Now before you think about reconnecting the battery and putting the key in the ignition, you need to override the airbag to stop the car triggering the warning light. This is for two reasons: first it's an MOT failure to have the light on, and second, the light being on disables any other airbags like the ones in the dash or the seats. You'll want to keep those working.

The only way to override the airbag is to trick the car into thinking that it's still there. This is done with a matching resistor.

Some posh boss kits come with plug-in airbag resistors, for others you'll have to look up the resistance of the airbag and match it with a resistor from an electrical store. There are many forums that will tell you what you need to know. Pop your resistor into the plug and tape it up. Only then can you reconnect the battery



and stick the key in without the dreaded light. There is one other method that can be used, particularly if you're building a track project and

want to remove all the airbags. On some cars you can whip the bulb out of the dash, but we wouldn't recommend that for road cars.



6 NEW STEERING WHEEL FITTING

Right, you've got your boss on, now you can fit the steering wheel to it with the six little hex screws. Put them on nice and tight, but remember, you don't need to hang off 'em - you don't want to round them off!

While you're doing that, you'll need to check how your horn works. Most standard wheels nowadays have push horns, so you'll have to wire up the push button supplied with your wheel. Once again, failure to do so means no horn and no MOT.

Most boss kits and steering wheels will come with the facility to do this (that's what the extra rings, plugs and wires are for), some may work via a sandwich ring between the wheel and the boss, others may have to be earthed to the boss or centre shaft; there are many different methods. With that in mind, some cars won't let you do this at all, so you'll need to install a separate horn button on the dash, or a 'Fast and Furious-style NOS button' on the wheel. Again, a little research on your particular car can go a long way here.

That's about all there is to it though. So, take it out for a test drive, make sure the wheel is straight and check that the wheel-to-hub screws haven't loosened off after 50 miles or so. Sorted.



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Top Trumps

Got, got, need, got, need... we all used to trade cards in the playground, levelling up to get the best possible hand. And Max Taylor's doing it for real!

Words: **Dan Bevis** Photography: **Matt Clifford**

Playground games have been the same for generations. You've got a bunch of kids rushing about the yard chasing after a football, another group getting in their way playing kiss-chase, a gang hanging out under the trees playing conkers (we're showing our age here, conkers have probably been replaced by some sort of conker-based iPhone app, right?), and then in the corner you'll find the boys and girls who will ultimately grow up to be petrolheads. They're feverishly scanning through one another's Top Trumps decks, 'got, got, need', to see who's holding the Countach or Atlantique they've been hankering after, obsessively learning bhp figures, kerb weights and

0-60mph times, feeding the passion, making sure that their future direction can only take the one true (slightly oily) path.

STICK OR TWIST

Fast-forward a decade or so, and you find Max Taylor playing this game with real cars. See the stanced GT86 here? He traded it for another car. Like you do. Ruthless approach, that – he's clearly playing for keeps.

Rewind to where his real-world automotive adventures began,





COVERING ALL ANGLES

Camber is a polarising issue. Some love the vibe, some can't see the point. But hey – your ride, your way, right? "It's my favourite mod on the car," Max grins. "Everyone has their own opinions on camber, and the majority of the GT86 platform owners hate my car. The Facebook groups especially dislike anyone adding their own flair to the cars! My view is that they were never particularly quick in the first place, but they have a unique look. They're built really well and handle great when stock, I agree – but for me the car is not built just for speed. I would like something faster, sure... although that said, I would consider doing a track build on this Toyota and changing the wheels and camber setup for something more track-focused." See, that's one of the key points that people seem to miss – love it or loathe it, it's not like it's irreversible. It's OK to change your mind. But for now, Max is loving the look, and so are we!

also had a carbon bonnet, splitter, sideskirts and custom exhaust system, although there's no way we can level an accusation of rolling someone else's build here. The rest of the car was bone-stock and, as our intrepid adventurer would soon discover, the air setup wasn't all that great and would ultimately require ripping out and redoing. Still, the bones were good and Max was eager to get started.

CARBON FOOTPRINT

"I originally purchased a set of Japan Racing wheels, which I fitted with spacers and loved to start with," he says. "I slowly started adding bits of carbon to the car – fins, bootlid, canards, and the rear seat delete – and it was at this time that the issues with the old air-ride setup really needed sorting; it got to the point where the whole system needed reinstalling. I took it to Plush Automotive, who did an amazing job on the car and had it back to perfect in no time!" Max was also busy replacing and upgrading some of the mods the car had come with, and the next step was a big one: he decided to splash out on his first set of pukka 3-piece wheels.

"I ordered them from SSEuro in the States," he says. "They arrived two days later! I had ordered them

and you find humble roots: "My first car was a VW Polo 9N3," he recalls. "I always wanted to own a modified car since I saw other people driving slammed cars on the road when I was much younger. I put the Polo on JOM coilovers, although other than that it stayed fairly stock."

After he sold that, Max bought himself a facelift-8P Audi A3 TDI (no swapsies here, a slightly more traditional approach), and set about turning this into his first properly in-depth project. The A3 was bagged on an Air Lift 3P set-up over Rotiform SPF cast wheels, along with a few RS tweaks and subtle mods... but then his eye was caught, magpie-like, by a shiny thing.

"After around eighteen months with the Audi, I saw this GT86 on Instagram on the Grizzatrading page, where it had been posted for sale or swaps," he says. "The post was up for a few weeks and nobody had seemed interested in it; I messaged the guy offering to swap my A3 for the GT86 and to my surprise he was up for it! We met up at Early Edition, where we were able to look at both cars together and come to a deal."

You can almost feel Max's inner child wriggling with excitement at this point. While the Audi was nicely put together with quality bits, a sports car is just in another realm to a diesel hatchback. This would be an outstanding addition to his cerebral Top Trumps wishlist. Besides, there was further motivation at play: "Around that time, I was Instagram-following a lot of GT86/FRS/BRZ owners in America with stanced cars," he explains. "In particular, @K1llionaire who owned a fuchsia pink Rocket Bunny build with insane camber. I always loved the aggressive style of this car despite the majority of my friends thinking that camber looked stupid! When I first saw this GT86 on Grizzatrading I loved it straight away, and at that point I knew I wanted to build a stanced '86."

When Max got the Toyota, it had already received a few mods, chief among them being the air-ride swap. It



Bride Low Max seats, Sabell harnesses and a Nardi Deep Corn steering wheel



OWNER PROFILE:

Name: Max Taylor

Age: 23

Occupation: Financial Statement Auditor

First car: VW Polo 9N3

Favourite mod on your car: Has to be the wheels and camber

Favourite show: Players Classic – I love the venue and the atmosphere, and the wide variety of cars

Lessons learned from this project? Do what makes you happy, and if someone tells you it looks stupid pay no attention to them. Build the car for yourself, not for people following online. For me building a stanced car was my chance to express myself.

What's next? I would like something faster – although I would consider doing a track build on the Toyota...

“I took it to Plush Automotive, who did an amazing job on the car and had it back to perfect in no time”

HOT RIDE

➔ knowing that they wouldn't fit the car, and when I first test-fitted them I quickly realised I was going to have to add a lot of camber to the rear to get the wheels in." Thankfully the new-wave hachi-roku platform is well catered for by the aftermarket, and the simple addition of Racer X Fabrication upper control arms and toe arms and Hardrace Extreme lower control arms got the rims pointing where they should across all axes, and the brutal Toyota was sitting pretty.

The next thing on Max's to-do list was to address the interior. While the stock GT86 innards are perfectly pleasant, they're not exactly exciting, so it's all been livened up with the stellar addition of Bride Low Max seats with Sabelt harnesses on an Agency Power harness bar, along with a Nardi Deep Corn steering wheel with an NRG boss kit. Much better. Things have all come together very nicely, haven't they?

"Aside from the air-ride refit, I've done all the work by myself – with a little help from my friends," Max assures us. "The way the '86 is now, it certainly turns a lot of heads when I'm out and about! I think this is mainly due to people not having a clue what car it is, or thinking 'How does that drive?!' Lots of people look at the car and don't understand, although I do get a lot of compliments about it when I'm sat in traffic or at petrol stations... It would be fair to say it's hard to go anywhere unnoticed in the '86."

This is hardly surprising. It's not exactly a shrinking wallflower, is it? This angry little coupé has a real Manga vibe, accentuating the slinky stock lines into something brutal, aggressive and uncompromising. Interesting trade-up from an A3, right? So we can only wonder what mighty machine Max will be levelling up to next...■

TECH SPEC: TOYOTA GT86

STYLING:

Seibon carbon fibre bonnet, carbon bootlid, front lip, HT Autos sideskirts, Valenti taillights, Rocket Bunny rear diffuser, carbon canards, carbon fins, Spec D bi-xenon headlights.

TUNING:

4U-GSE 2.0-litre flat-four, Perrin Motorsport intake, custom exhaust system with backbox delete, 6-speed manual.

CHASSIS:

9x18in ET5 (front) and 10x18in ET0 (rear) WatercooledIND JB1 3-piece wheels with brushed faces and polished lips, 215/35 (f) and 225/35 (r) Nankang NS20 tyres, Air Lift Performance struts and bags, AccuAir E-Level management, Racer X Fabrication rear upper control arms and toe arms, Hardrace Extreme rear lower control arms.

INTERIOR:

Bride Low Max seats, Sabelt harnesses, Agency Power harness bar, Seibon carbon fibre rear seat delete, Nardi Deep Corn steering wheel, NRG boss kit.

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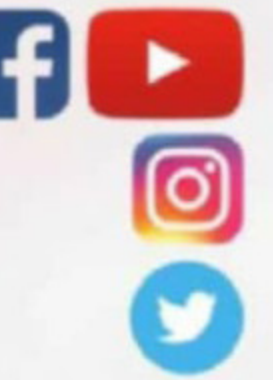


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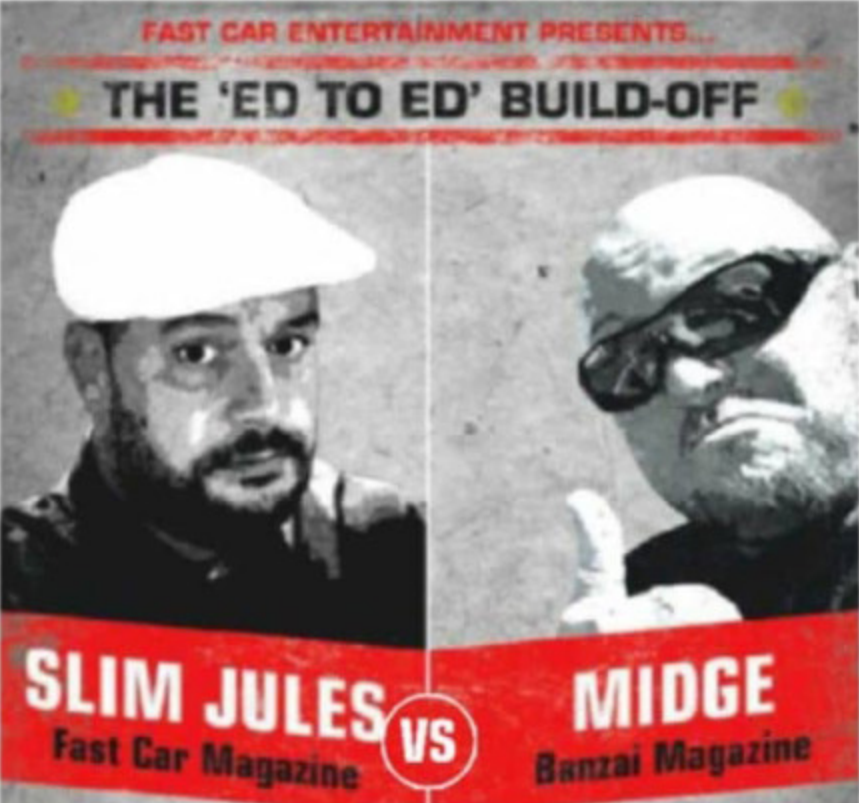
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FAST PROJECTS

	SLIM JULES' SUZUKI ALTO The Suzuki gets its arse whipped on the sprint strip. At least Midge isn't the gloating type... START <div></div> NEVER FINISHED MAIN MODS: TURN THE PAGE TO FIND OUT...	P078	
	MIDGE'S DAIHATSU SIRION Can you hear Slim Jules sing? Because I can't hear a fu... (Oi, that's enough - Jules) START <div></div> NEVER FINISHED MAIN MODS: TURN THE PAGE TO FIND OUT...	P079	
	SLIM JULES' BMW E91 No sexual innuendos about good head here as Jules fits a doubleDIN into the E91. But does size really matter...? START <div></div> NEVER FINISHED MAIN MODS: BC COILOVERS • 3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL	P080	
	ZERO EV TESLA-POWERED R32 DRIFTER Off with the old and in with the new. The Zero EV Skyline gets extra girthy. START <div></div> NEVER FINISHED MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES • 19-INCH WHEELS	P082	
	MIDGE'S AUDI TT When you haven't got time to modify your TT and Beetle what do you do? You buy a Corsa VXR and modify that instead! START <div></div> NEVER FINISHED MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL	P084	

MISSING IN ACTION

	TOM'S R5 GT TURBO If you think this is missing in action you must be blind. Take a look at the front of this magazine... START <div></div> FINISHED MAIN MODS: CUSTOM BILSTEIN COILOVERS • RENAULTSPORT SEATS • DIMMA BODYKIT	MIA	
	DALE'S 1971 MERCEDES W114 ... because you'll see the Merc and Renault displayed proudly on it! START <div></div> FINISHED MAIN MODS: AIR RIDE SUSPENSION • COBRA SEATS RETRIM • DETROIT STEEL WHEELS	MIA	
	GLENDA'S AUDI RS4 It's been so long since we've seen the RS4, we're not sure if it is missing in action or if it's actually dead... START <div></div> NEVER FINISHED MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT	MIA	
	MIDGE'S BEETLE 1.8T The Beetle has suffered the same fate as the MX-5, Fiesta and RX-8 this month (yes, he's still got all of them too!) START <div></div> NEVER FINISHED MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT	MIA	



THE NEXT CHAPTER...

So, as it stands Banzai and Midge have taken the early lead... but it's all to play for at Japfest and TRAX Donington as two more challenges have been set...



Challenge Two @ Japfest Donington
The boys will be taking on Japfest's brand spanking new feature, the Handling Course. Held on the Melbourne Loop section of the circuit, the course has been designed to test the car's chassis and driver's skills. Midge and Jules don't possess such things. So, to spice things up, Paul Cowland of Discovery TV's Salvage Hunters: Classic Cars, will be setting the times in both cars. The rules are simple: the fastest time wins.

Challenge Three @ TRAX Donington
If you thought we'd let the Editors off lightly on Saturday's challenge, don't worry as we've taken it up a notch for Sunday's showdown. The boys will be following in the footsteps of some of the most legendary names in motorsport history. That's right people, they'll be heading out onto Donington's famous tarmac in a full-blown track session. We can't promise you the thrills and spills of that famous 1993 European Grand Prix, but we can guarantee it'll be as amusing... well, almost. The car that completes the most laps in the 20-minute session will take the victory! Good luck boys, you're going to need it!

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SPONSORS

Erm, yeah, that looks much better...

JULES' SUZUKI ALTO

So, we're hitting the track again for the next challenge. And after the disaster in the first challenge where my wheels hit the arches and basically handed Midge the victory, I cannot afford a repeat performance. There's no way I'm losing this battle and doing a forfeit of his choosing; he'll have me jumping out of a plane or something.

So first up, I decided to address that problem and get some metal arches bolted on. Now, before you laugh, it's purely function over form here, but what I will say is, once the rest of the 'styling' is done they won't look out of place. Did I hear someone say Bosozoku?

Now to the handling bit! There's only one way to go here, and that's to stick a set of coilovers on the car, and BC Racing make the only set. Or so we thought – it turns out

BC only make them for the newer model. Surprisingly though, the fronts fitted; it was only when we went to fit the rears that we realised the problem. Still, we are working on a solution and the Glorious Lemon will make the showdown. And I fully expect to come out of the Donington weekend 2-1 up!

A headunit ads 20bhp

SPENT THIS MONTH

BC Racing coilovers.....	£692
Front arches.....	£500
Build Budget Remaining.....	£2418

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Not much remains of the well specc'd Sirion.

The coilovers cost more than the car. Fact

Old v New

#bosh

MIDGE'S DAIHATSU SIRION

So the Donington weekend challenges are all about handling. Bigger!

Now obviously my first thought was 'I guess I'll be needing the doors on it for this one then,' closely followed by the realisation: 'handling?' This Daihatsu corners like a chuffing cruise ship! Still, it wasn't all bad news. As like before, our sponsors had come up trumps by supplying some key essentials, namely a set of spanking new BC coilovers for each car.

I assumed these had to be one-off items just for this particular Daihatsu, but apparently not. Don't ask me why, but these are actually a part that BC Racing already make! As if we needed any more proof that these guys have the craziest fitment list in the business.

Anyway, there was still one major priority to sort out with the Sirion before all that. Ever

since the car got its botty spanked at Japfest, the clutch has been slipping like a good 'un. To be fair, it wasn't all that healthy to start with and would clearly need replacing sharpish. If anything, just to be able to drive it to the show.

So, while I left Jules and his Alto coilovers with the run of my workshop (which is rather kind of me, I think you'll agree), I popped down the road to see my pal Rob at ER Diagnostics. Rob had the clutch sorted in no time with a minimum of swearing, leaving me to get back and crack on with the mods.

Now, as before, lightness will be the key to my master plan, so I quickly decided to strip out anything else considered unnecessary before I fitted the coilovers. The rest of the dash and the doorcards soon found themselves in the bin and then I had a rare moment of genius. Glass is

heavy, right? So why not swap out the windows for some Lexan items? I've done this on a few cars before and my go-to guys have always been ACW Motorsport Plastics. I gave them a bell and, after discovering there's nothing available for the Sirion off the shelf (no surprises there), they suggested making up some window templates and sending them over. So, that's exactly what I did, and hopefully they'll be able to make them up in time for the show. Which, to be honest, they always do!

SPENT THIS MONTH

BC Racing coilovers.....	£692
Clutch.....	£330
Windows.....	£220
Build Budget Remaining.....	£1,973



JULES' BMW E91

Two inches is okay but four inches is much better...



They say it's not the size but what you do with it that counts. I say bollocks, bigger is always better especially when it comes to headunits. And that's just one of the many reasons why I jumped in my car, popped to Halfords and bought one of these pukka new JVC KW-M745DBT.

Another is the simple fact that I've been using Waze on my iPhone as a satnav since I bought the car; it's all well and good until your mum decides to call you just as you're coming up to a junction... You either kill the call or get lost. Neither option is great to be honest.

The KW-M745DBT has Apple CarPlay, which means I can sync a lot of my apps including Waze to the headunit. CarPlay also allows you to control iOS through the system meaning my mate Siri can help me reply to texts and emails.

Although I've tested and reviewed the technology many times, this is the first CarPlay headunit that I've actually fitted to my personal car, and I've got to say I'm mega impressed, not just because I can take calls and not get lost at the same time but because of the simplicity of use and features it brings to the table.

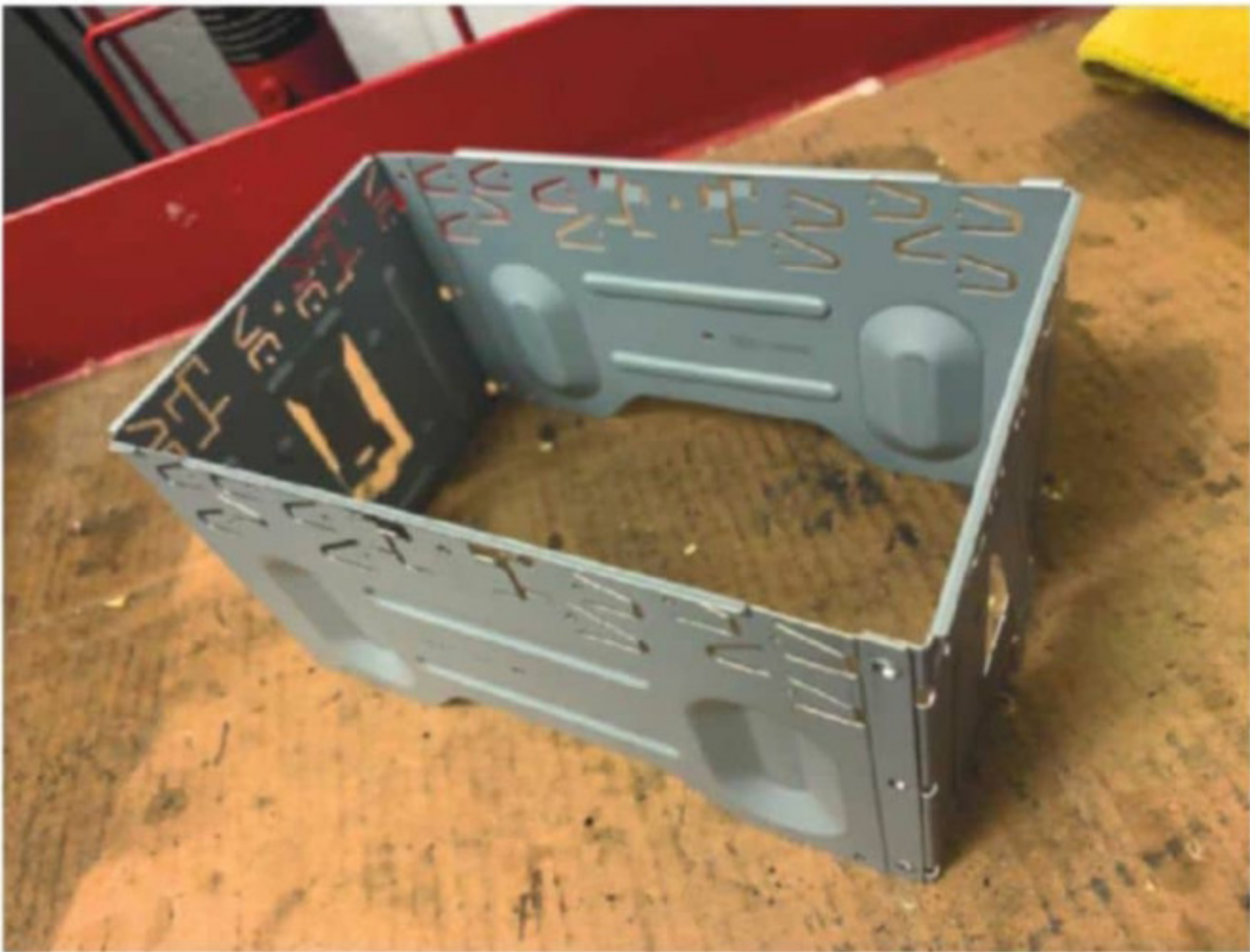
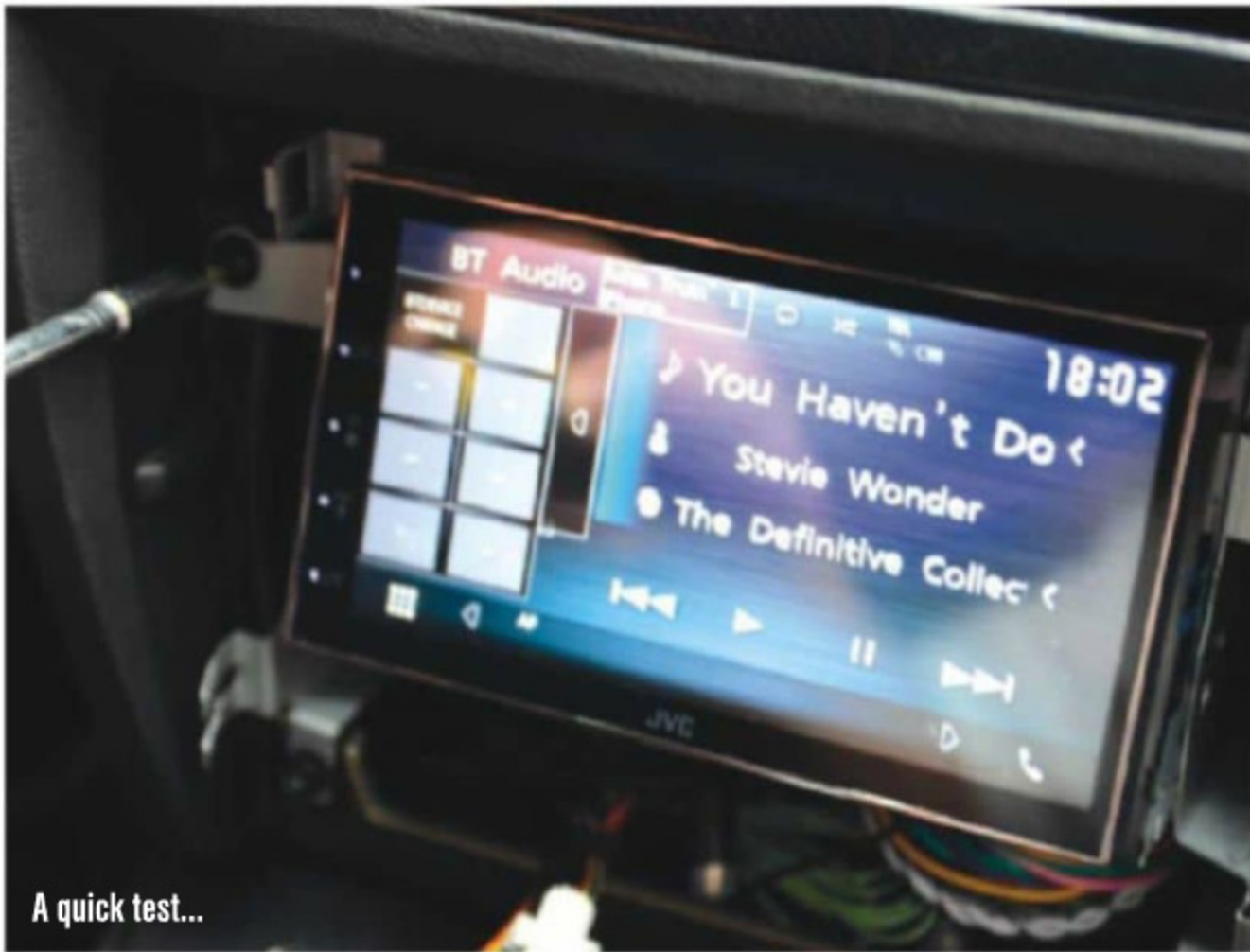
Basically, if you're in the market for a new headunit, make sure it has CarPlay capabilities and a JVC logo on the front! Another reason I went for this particular unit is because of its shallow depth. I'll never forget the problems I had fitting a doubleDIN into my E46, so I didn't want to make the same mistake again. And by using the car specific Connects2 fascia kit, the unit went in relatively simply; in fact there was room to spare, the rear parking sensors still work, and all my steering wheel controls remain. Lovely jubbly!

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THIS MONTH

JVC KW-M745DBT.....	£399
Connects2 Fascia Kit.....	£124.95
Total	£523.95

CONTACTS

www.halfords.com
<https://uk.jvc.com/car-entertainment/>

NEXT MONTH

Maybe a new exhaust... you'll have to wait and see.

FAST PROJECTS



Anyone wanna supply some brakes?



Looking good lads



Looks like something out of Mad Max

ZERO EV R32 SKYLINE

Rear of the year? We've got to be in with a shout...

With the attention this car is now getting on a global scale, it's time to make it look as good as it goes...

That's right, it was finally time to rip off the old metal makeshift arches and fit something a bit more in keeping with the car's build. These came in the form of some brand spanking new wide fenders from the guys over at EP Racing.

First, we removed the old arches; this didn't take long at all. Then it was time to break out the angle grinder and get cutting. We need as much room as possible under the arches to improve wheel clearance so that we can take advantage of lowes that come courtesy of

PB coilovers. We also tubbed and coated the innards with Raptor Tough Protective Coating; this stuff is proper hard-wearing and should stand up to the insane amount of abuse this thing will be getting.

With all this done, we got to work riveting on the new fenders, and this didn't take long as they were a perfect fit. The last stage for now was to get the car painted – we opted for a flat grey on the rear, while the front end will be wrapped.

We even had time to head back to Caged Laser and get them to fabricate a rear crash bar that incorporated a jacking point. It's proper Mad Max style and looks insane. That's another job ticked!

THIS MONTH	
EP Racing Fenders	£349
Caged Laser Crash Bar	£600
Total	£949

CONTACTS

Zero EV
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1 MONTH



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The 10th set of rims Midge has bought for the TT

MIDGE'S AUDI TT 225

The TT gets new rubber... and by the TT, we mean the workshop floor...

Now, I know what you're thinking. That short arse hasn't made an appearance in Fast Projects for months now, he must be too busy on holiday, and obviously doesn't like to get his hands dirty anymore. Well, you're kind of half right, the Audi and Beetle have been rather neglected of late but there is still a little available time. Even I don't go on holiday more than once a, er... month.

But, as for getting all grubby in the workshop, it's actually quite the contrary. In fact, I can't remember ever being this busy. It's not just the Sirion, or Jules conning me into fitting loads of stuff on his cars for DIY Day Jobs, either. Nope, the truth is that I've been a little preoccupied with a couple of new additions to the fleet - a little Corsa VXR and a NP300 Navara. Now, quite obviously, I couldn't go leaving these standard, could I? It's just not in me to do that, so I've been using any spare time to crack on with the mods on those two behind the scenes. And, just in case you're wondering, I love them both in very different ways. Like any other FC monkey,

modifying motors is in my blood.

Anyway, I mentioned my Navara because there's one thing that a big, bad pickup is ideal for. And that's lobbing your wheels and tyres in the back to get them all fitted up. So, since my Yokohama Advans have been sitting around for about 2-years now, and the new AutoStar Essens for a good couple of months, I thought I'd take them over to our long-suffering friends at Revamp Autoworks so they could pop them on, and that's exactly what they did. Then I drove them back and stacked them in the workshop, and then I went back to fitting some coilovers on the Corsa VXR (and then, you met me in the pub without having a shower! - Jules).

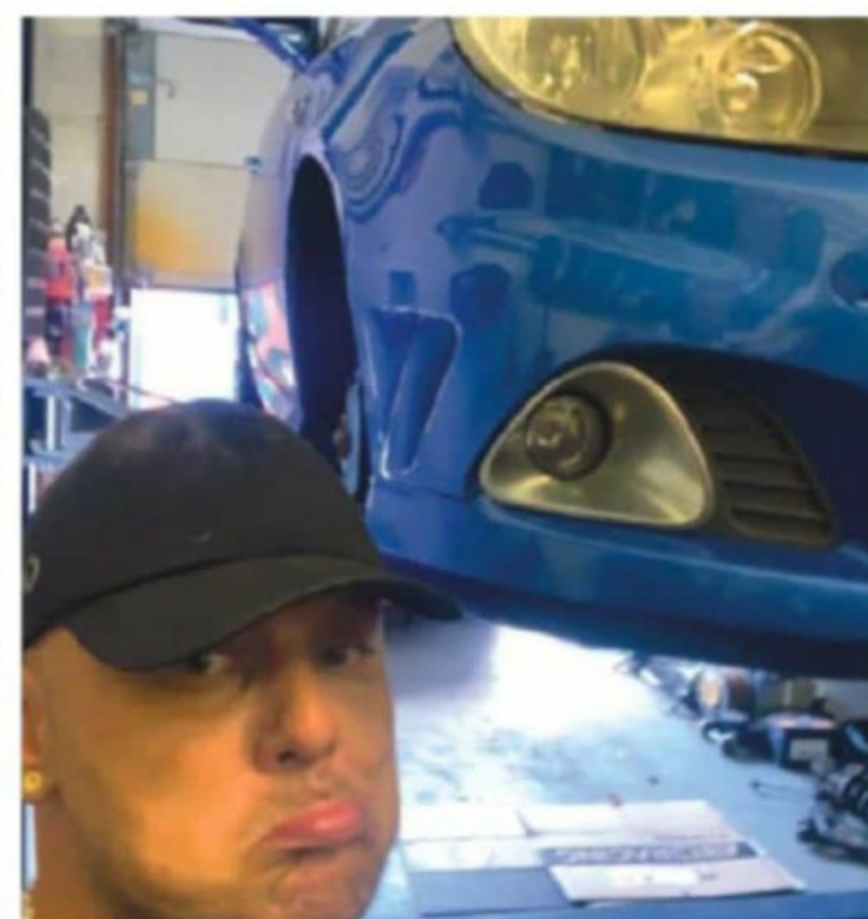
So, I guess the real question is; are my wheels finally on the Audi? To be honest they're not just yet. The main problem is that the TT is sitting on my Mum's drive (your poor mother - Jules) while I sweat my arse off to make some room in the workshop. I'll get them bolted-on soon though (probably) and as soon as I do, I'll let you know how they look.



Truck me! How many Vehicles does he own?



Christ, here's another one!



THIS MONTH

Yokohama Tyres: I can't remember.
Fitting: Not got the bill yet.

Total£Nothing just yet

CONTACTS

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DROPPIN' THE BOMB

Road-going Porsches don't get much tougher
– or wider – than Speedwells' 700bhp,
BILSTEIN-equipped monster...

Words & Photography: Davy Lewis

WILD CARD



It's 9am on a sunny morning and I'm heading deep into the industrial heartlands of Birmingham to check out a very special car. It's taken a while to get to this point. The owner Ibrahim (lby to his friends) has had a few engine issues to deal with, but as I take a left into his industrial estate, it's clear that it's been more than worth the wait.

Ahead of me sits one of the most imposing cars I've ever seen. Flanked by spiky metal fencing outside lby's Speedwells alloy wheel business, this ultra-wide, bright red Porsche looks totally out of place lurking in the shadows. Its number plate – F1 8OMB – further adds to



BILSTEIN B16 PSS10

The BILSTEIN B16 PSS10 package has been designed to allow enthusiast owners to get the maximum driving thrills from their car, while retaining OEM-levels of refinement and reliability. For a hard driven road-car like this 997 Turbo, it's the perfect solution. Inverted monotube technology and threaded ride-height adjustability means that drivers can find their perfect set-up. The B16s can be tuned for both compression and rebound, with nine different damping force settings, which can be adjusted on the car. For more info head to www.bilstein.com/uk/en/en



Litespeed Racing 3-piece wheels = yum

the sense that this is a bit of a monster.

The Porsche 997 Turbo has to be one of the performance bargains of the moment. Powered by a potent 3.6-litre flat-six with a pair of turbos strapped to it, this blown Porker pumps out 480bhp in stock form and will hit 62mph, from rest, in 3.9secs (in manual form). It will go on to 193mph, if you have the balls to keep your toe in. When new, these things cost upwards of £100k, but the good news is that early 997 Turbos start from just over £40k. That's a hell of a lot of car for the money.

And what's even better is that these uber Beetles are ripe for tuning...

THE NEW SUPRA

There's a huge 911 tuning scene, from big-money Singer and RUF creations to full-on motorsport builds – there really is something for everyone. But when it comes to one-off custom road-car builds, you'll have to go a long way to beat this BILSTEIN-equipped 997 Turbo wide body.

For lby, the boss of Speedwells Alloy Wheel Refurb company, the 997 Turbo was the ideal replacement for his previous modified ride. He's no stranger to highly tuned cars, having owned many over the years, including a very well-known Supra. The 997 Turbo is the next step in his automotive evolution (or should that be addiction?), but like all of his cars, it would have to be something special to get him excited.

"I built quite a well-known Supra," he says with trademark modesty (in all honesty, it was one of the best Supras the UK has seen – a perfect fusion of insane power and aggressive styling). "If I was going to build something better than that, then I knew it would have to be something very special."

One look at this bright red, wide-arched monster and it's clear that he's nailed it. Parked up outside his Speedwells alloy wheel business, it looks stunning. If you attended the Autosport show early this year, you may have spotted it on the BILSTEIN stand, taking pride of place next to the M2 of our mate Max Marshall of MMR Performance. Back then it was finished in its factory black paint, which looked mean as hell. But for lby, it just wasn't quite right.

"I love red cars; my Supra was red, so I decided to get the Porsche wrapped," he says.

PORSCHE 997 TURBO

“All it needs is some race livery and you'd swear it'd come straight from the front row of the Porsche Supercup”



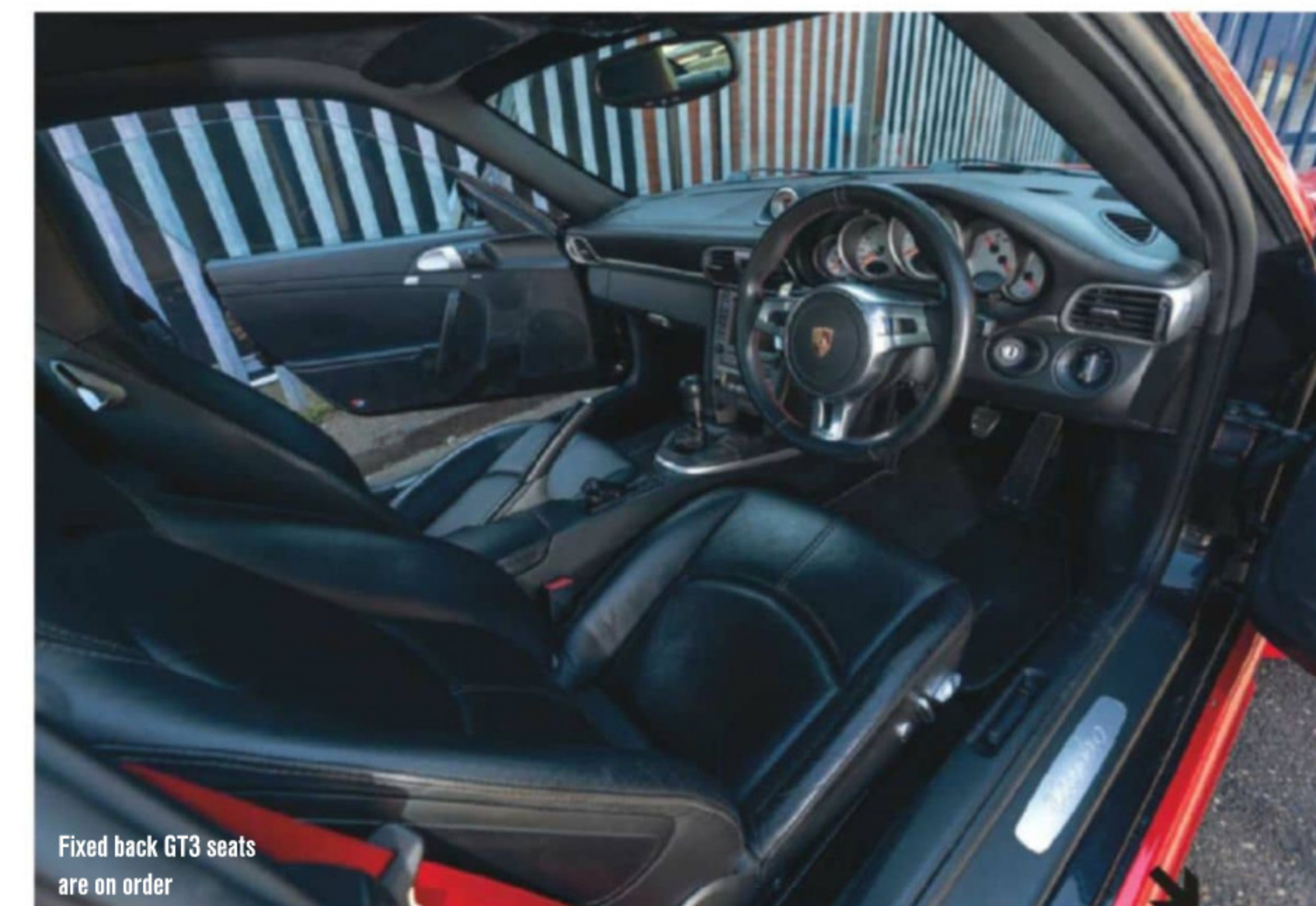
F-bomb, indeed

"I had it done in Avery Gloss Carmine Red to show off the details of the bodywork better," says lby. "When it was black, you lost the impact of the carbon spoiler and air inlets, and it was harder to see the black vents on the wing and rear bumper." Custom matt black and Nardo grey stripes further add to the race car feel.

lby has totally transformed the look of this boosted Porsche. It's now wearing a full GT3 R carbon fibre aero kit, supplied by the crew at V.A.D. It adds huge width and includes deeply sculpted air intakes behind the rear wheels, and on top of the front arches. All it needs is some race livery and you'd swear it'd come straight from the front row of the Porsche Supercup grid.

The cavernous arches are filled with a set of equally large wheels in the form of Litespeed Racing 3-piece 19s. These deeply-dished (and very expensive) rims are an eye watering 14-inches wide at the rear and 10.5-inches at the front. Wrapped in premium Michelin rubber, they look simply stunning tucked up in those wide arches.

The ride height looks bang on the money, thanks to lby's decision to install some BILSTEIN B16 PSS10 suspension. The chassis has been further sharpened



Fixed back GT3 seats are on order



Is there a better side profile?

➔ with BILSTEIN drop links up front, together with Eibach anti-roll bars and a some GT3 parts, including top mounts and lower control arms. The neat little sticker on the rear window lets you know that this 997's suspension was developed at the most demanding circuit on earth, the Nürburgring Nordschleife.

NICE CHASSIS

The BILSTEIN set-up complements Porsche's highly polished chassis dynamics, allowing lby to extract every last ounce of performance from this road-going weapon. A quick blast around the streets of Birmingham reveals that it rides very well, even with so many pot holes to contend with. But it's when you get to the open road that the set-up really begins to pay off. Even at pace, the B16s just soak up the punishment, creating a sure-footed, forgiving feel. The beauty of the BILSTEINs is that they offer nine different damping force settings, allowing the driver to dial in the perfect set-up for their particular driving needs – from a more forgiving cruise around town, to full-on track day mode, with minimal pitch and roll.

Out on the road, you can feel that this Porsche wants to go. As lby negotiates some traffic, there's a taught-ness to the drivetrain. Once we're free, he gives it a blip and we're suddenly accelerating hard. The twin-hybrid turbos spool up fast and it's clear that this 700bhp 911 has the go to match its show. It also sounds terrific, although lby is quick to point out that it isn't too loud, which should allow him to take it on track and really put the BILSTEIN PSS10s through their paces.

"The next stage is to fit some bigger brakes and some fixed-back GT3 seats," says lby. It'll be on display on the BILSTEIN stand at the Performance German Day event at Castle Come, and there are future plans to take it to an airfield to see what it can really do – it's a hard job, but someone has to do it. ■

TECH SPEC: PORSCHE 997 TURBO

CHASSIS
BILSTEIN B16 PSS10 height and 9-way adjustable coilovers, BILSTEIN drop links, Eibach anti-roll bars, GT3 top mounts, lower control arms, adjustable castor arms, upper control arms, toe adjustable control arms, Litespeed Racing 3-piece wheels, 10.5x19 and 14x19-inches, Michelin Pilot Super Sport tyres 265/35 front, 345/30 rear.

STYLING
Full GT3 carbon fibre aero kit by V.A.D, comprising front bumper with carbon splitter and canards, rear bumper and wide arches, aero fuel filler, rear wiper delete, Avery Gloss Carmine Red wrap with custom matt black and Nardo grey stripes.

TUNING
3.6-litre flat-six, hybrid large billet turbos, Markski tuned ECU, Performance manifolds, titanium manifold studs, 1100cc injectors, NGK platinum plugs, 4-bar fuel pressure regulator, 4 bar maps sensor, GT3 82mm throttle body, do88 large plenum and intake pipes, BMC air filter, Forge diverter valves, Markski 4.5-inch race intercoolers and competition y-pipe, Skarkworks stainless steel water pipe elbows, Torque Solutions fittings, Dynotorque custom exhaust, Sachs performance clutch, Getrag 6-speed manual box.

CONTACTS/THANKS
Aaron Quilter at BILSTEIN for the B16 PSS10 coilovers and drop links, Markski tuning for the ECU tune, and Speedwells Alloy Wheel Refurb specialists.



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GOODWOOD FESTIVAL OF SPEED



Words & Photography: Dan Bevis

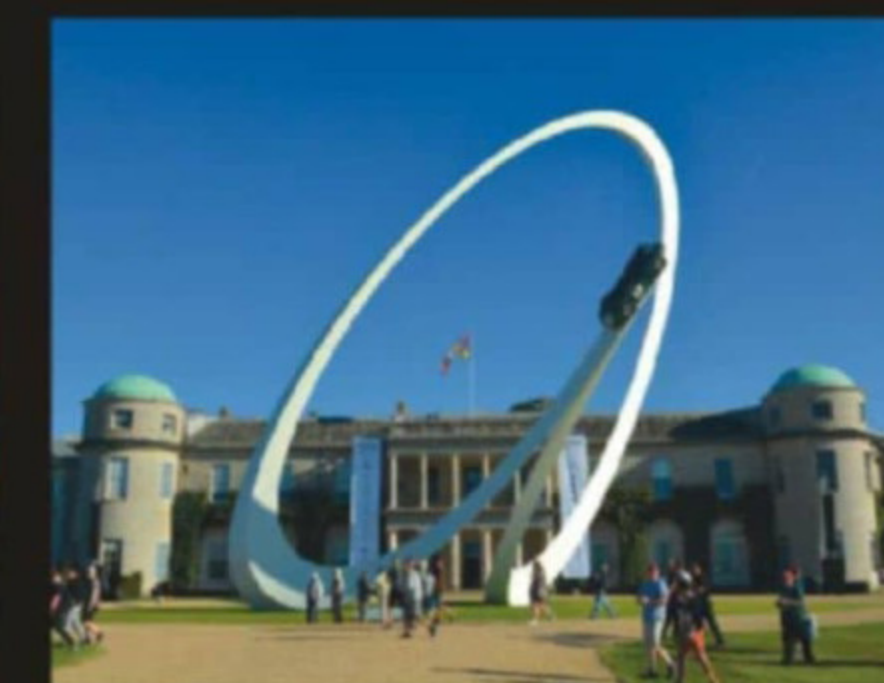
Goodwood Festival of Speed 2019

The Goodwood Festival of Speed is, in the words of Ron Burgundy, kind of a big deal. Lord March's annual garden party offers unparalleled diversity on a scale that you simply won't find anywhere else, and the colossal majesty of it all is self-perpetuating: because it's a world class event, it attracts world class cars and drivers – anyone who's anyone wants to be there, manufacturers use the show for world-exclusive new model reveals (this year we saw the new Honda E, Ford GT MkII, and De Tomaso P72 make their global debuts), and the world's greatest drivers and riders want to be a part of it.

There are certain touchpoints that you know you'll find at the FoS every year: there's the Forest Rally stage up at the top of the hill, the Cartier Style et Luxe concours lawn for those unattainable classics, the supercar paddock with all the latest multi-millionaire metal, the Future Lab to show us what's coming next... but this year the organisers

decided to mix things up a bit with a fresh new feature. The supercars had traditionally been showcased in the Cathedral Paddock, but for 2019 they were shifted over to a larger area near the hillclimb startline so that the Cathedral could host a new thing: 'The Arena'. This is a spot for live action shows, and there was some really awesome stuff going on in there – stunt legend Terry Grant

was hooning around in a variety of vehicles (including the Tesla-powered R32 Skyline that you'll recognise from the project car pages of this very mag), Ken Block brought along the Hoonitruck and his Escort Cosworth, and there was a whole world of drifters there too – Baggys in his LSX GT-R, Ryan Tuerck's Ferrari 458-powered Toyota GT86 that we featured a little while back, and Mad Mike Whiddett's



OUT THERE

new drift-spec Lamborghini Huracan.

The big story of 2019 is that the hillclimb record has finally fallen... back in 1999, Nick Heidfeld set a time of 41.6 seconds, and we've been waiting twenty years to see if it could be beaten. Amazingly, the machine for the job was Volkswagen's electric ID-R, the slick racer that's been toppling records at Pikes Peak, the Nürburgring and all sorts. Its time in the Sunday shootout run was a 42.3, as it had been raining all day (so still bloody impressive!), but on the Friday, Romain Dumas had already posted a 39-second run. Genuinely incredible to watch, look it up on YouTube and thank us afterwards.

And one final thought on the show. We hear a lot of people saying they're not sure about the FoS because it's getting too busy these days. But to be honest that's like throwing away your dinner because it's too hot – sure, there are massive crowds on the Saturday and Sunday afternoons, that's when most



people go, but it's a huge site and there are always places to go where it's just you and the cars without being overcrowded. And our hot tip is to arrive when the gates open at

7am, and go to the rally stage – you'll have a peaceful forest all to yourself, the serenity occasionally punctured by popping anti-lag as rally cars fly past. It's life-changingly good.



De Tomaso P72

De Tomaso has always been an interesting outsider in the supercar genre, traditionally focusing on Italian coachbuilding stuffed with blue-collar American V8s. The Pantera is perhaps their best-known model, looking a bit like a Countach but with a sodding great Detroit motor in the middle; the Mangusta was their cheekiest car, being so-named just to annoy Carroll Shelby. Because Mangusta means 'mongoose', and mongooses eat cobras... The company suffered financial crises through the 1990s and 2000s, and after the death of founder Alejandro de Tomaso in 2003, production stopped. However, a Hong-Kong based outfit named IdealVentures bought the De Tomaso name in 2014, and this is what they've been working on since: the P72. Designed to look like a 1960s GT racer, it uses an Apollo carbon fibre monocoque (because IdealVentures also bought obscure German supercar outfit Gumpert) and is dripping in polished copper details. They won't tell anyone what engine it's running just yet, although we can see it has a proper manual gearbox, and it sounded great running at full-bore up the hill. Here's hoping it's got the Apollo IE's 6.3-litre V12...



HKS 2JZ Supra

We're huge fans of the new Supra – it's a brutal-looking sports car with a weapons-grade powertrain. But there have been certain people who've suggested that it's not a proper Supra, owing to it having a BMW engine and a lot of other Z4 bits in it. So here's the perfect antidote: legendary tuners HKS took delivery of a pre-production Supra shell and did what so many purists have been calling for: bunged a 2JZ in it. It's running around 700bhp, has a hardcore competition drift setup, and was thrown up the hill by Nobuteru Taniguchi – the guy who won the first ever D1GP championship back in 2001. The motor's been bored out to 3.4-litres and runs an HKS GTIII-4R turbo, and the body (packing a Pandem kit) is wearing the HKS colours that became so iconic in the 1990s. A true purists' interpretation of the new Supra platform, it looks outstanding and sounds completely excellent. We love this thing.

GOODWOOD FESTIVAL OF SPEED

Quotes of the Month:



Jules: "We only got back from Spain yesterday! You can't be going away again, surely?"

Midge: "Yeah, I'm in Mallorca, living the dream and don't call me Shirley."

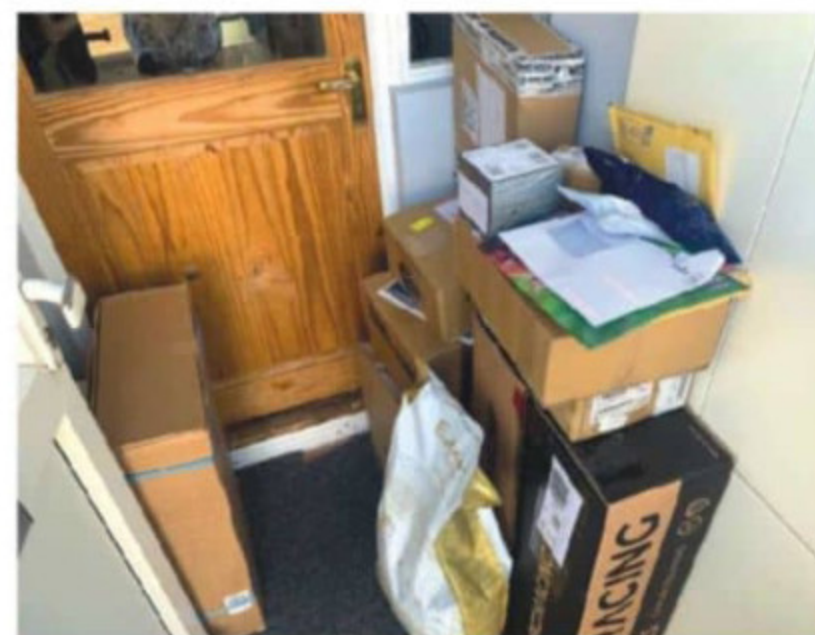
Jules: "Well, you're too old for Sha-galuf and too fat for Love Island, so what are you doing there?"



Midge: "What the hell is that?"

Jules: "My teeth whitening thing, mate."

Midge: "Sort your life out TOWIE, your mush looks like a shit '90s disco!"



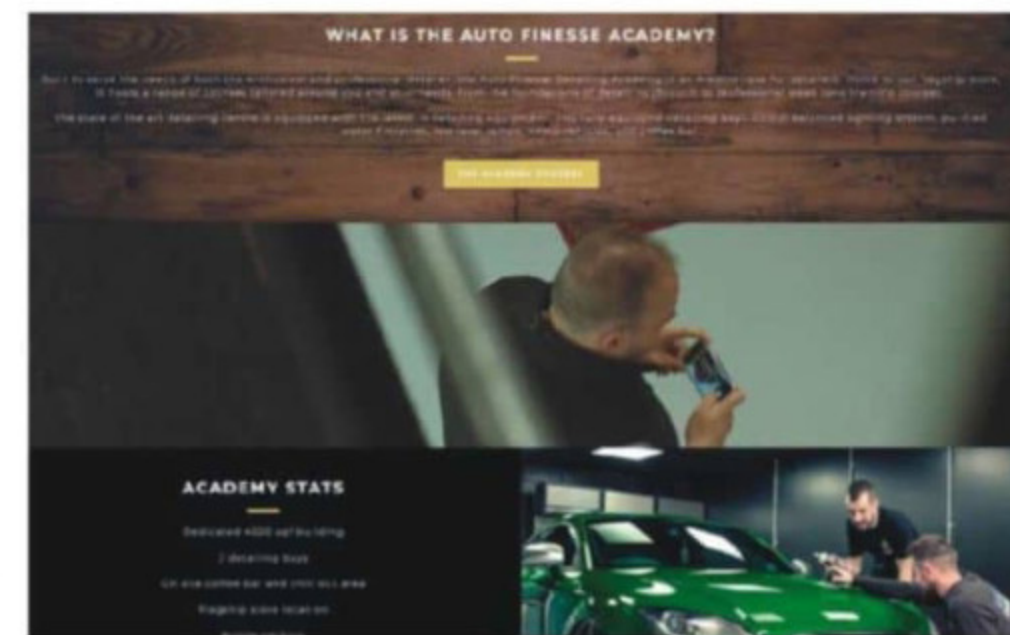
Sorry Mum

The office, his workshop, maybe even his own gaff - there's lots of places Midge could have all his parcels delivered to. So, why does he always choose to make his long-suffering mother's house look like the local sorting office? You would think this was after one of his monthly holidays too, but this was before he even left! That's what you get for not using contraception in the '70s, like.



Hello Baldy

Fear not, our Midge hasn't suddenly undergone plastic surgery to become younger and more handsome (oil - Midge). Nope, we're most pleased to see our former Editor this month, Mr Scary Steve, after 7-years in Tibet... or was that Dubai? Anyway, you won't know Steve, not unless you're over 30, but rest assured, he hasn't changed much... he clearly taught Jules everything he knows!



Bald Spotted

Of course, it's not just the Ed to Ed build off that perfectly showcases our Jules' video skills... or his bald spot for that matter. Some eagle-eyed readers have spotted the big man muscling in on the Auto Finesse Detailing Academy Video. Yes, you were right, that is our very own Slim Julie. He's making a right habit of shameless video bombing lately.



Always Use Protection

Here's a picture from last month that the little one has been hiding away, and it shows what happens if you fall asleep and let Jules loose with the sun cream. On the bright side, it looks like dreams really do come true... especially if you happen to be dreaming about having a massive co... (alright, that's enough - Jules).

THE FC PHONE GALLERY THIS MONTH IN RANDOM PICTURES...



Text of the Month

To be honest, we don't know what he's thinking either... roll on the midlife crisis!

BLAST FROM THE PAST
ISSUE 358 - AUGUST 2015

4 years and 53 issues ago...

■ Andrew's 556bhp Scooby Wagon was sitting pretty on the cover... and that's a static drop and all.

■ The hoops on Stephen's Fiesta were a little on the unique side. These custom jobs took 14 months to make.

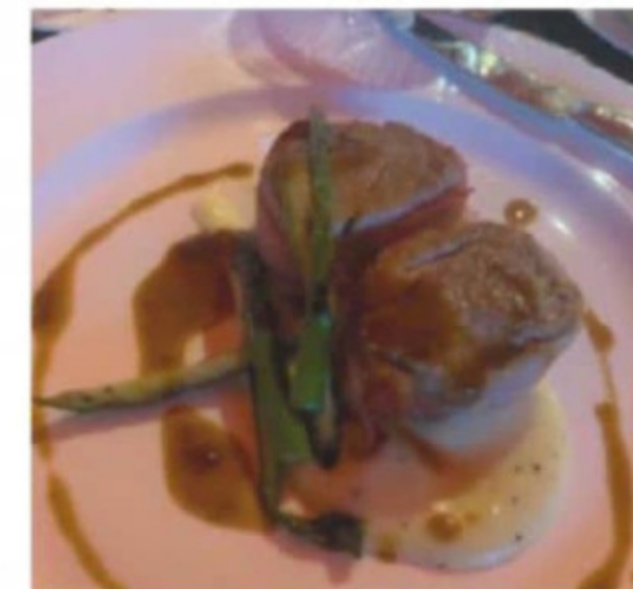
■ The turnout at Japfest 2015 was strong... almost as strong as 2019, in fact.

■ Matt's Audi A3 was not only stunning on the outside, it also had a Lambo interior.

■ Our Midge actually wrote a car for once. Mind you, with a title like Pork Chopped, you probably guessed that. Nice Porsche though!

■ We were all excited about Fifteen52 wheels finally hitting the streets in 2015 - and we still are. Circular awesomeness.

■ The bonus section was all about more door motors in this issue. And what a spanking line-up it was. Accords, Audis, Scoobys and Beemers - we had them all.



Bottoms Up

After last month's four day all-inclusive 'meeting' in Cyprus on expenses, you would think that our boys wouldn't have time for any more jet setting. But, when the bods at Toyota ask, "Would you both review the new Supra in your next mag, like proper journalists, if we fly you to Madrid, fill you full of posh food and lay on loads of free bevs?" What can you possibly say? You say, "here's my passport number, pass the Sangria!" That's what!

Still, there is one thing the lads forgot to do in this issue - you are supposed to actually review the bloody car. Numpties. (Er yeah, we'd better do that - Jules).



NEXT ISSUE

On sale 16/08/19



RB Damned: The Mazda B2500 pickup with a Nissan RB20DET heart



MORE MENTAL METAL: Badass Bora, Blinging Beemer, Classy Clubman

PLUS: All the action from Gravity, TRAX and Japfest Donington

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HONESTLY WHO EVEN CARES.



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